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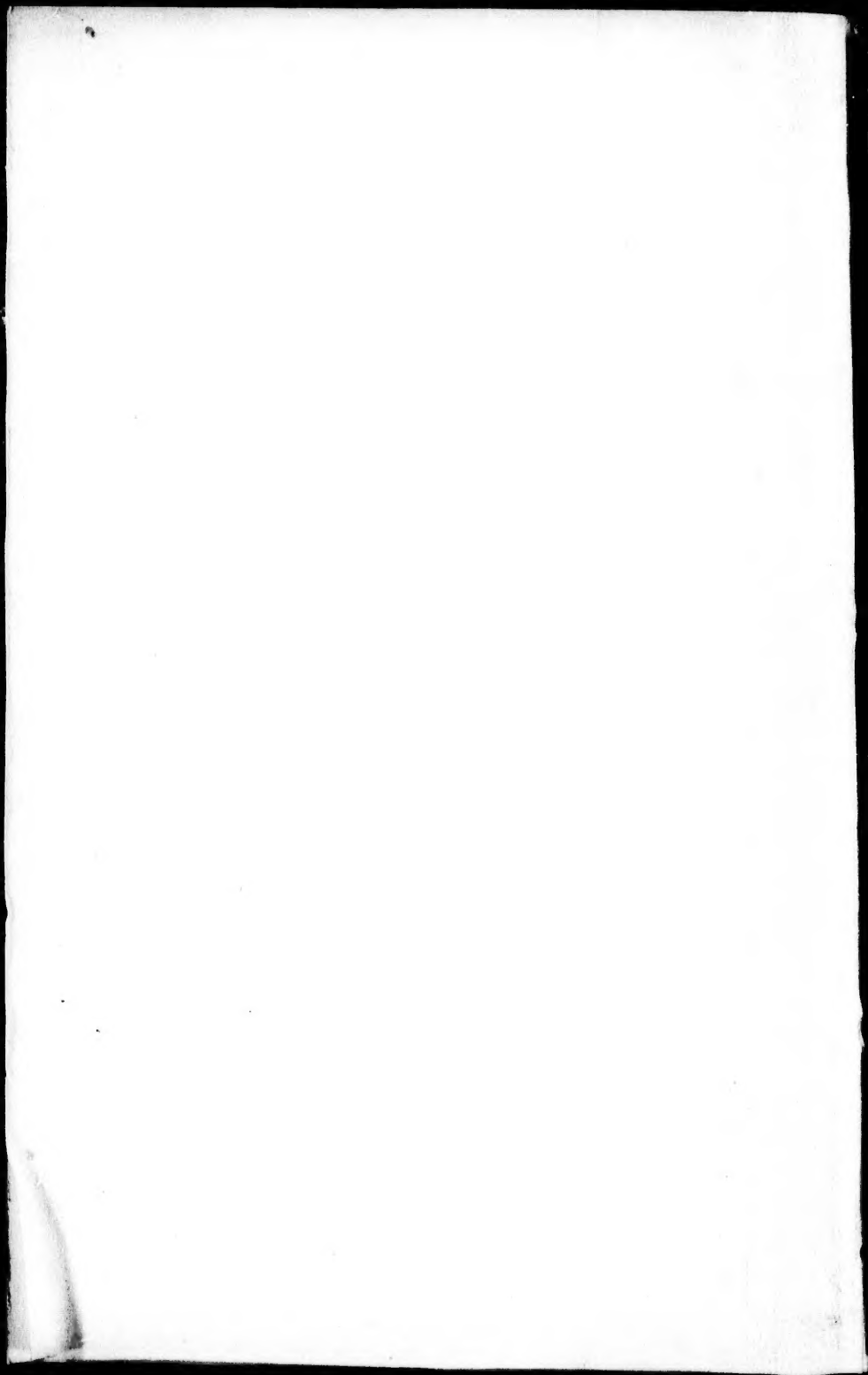
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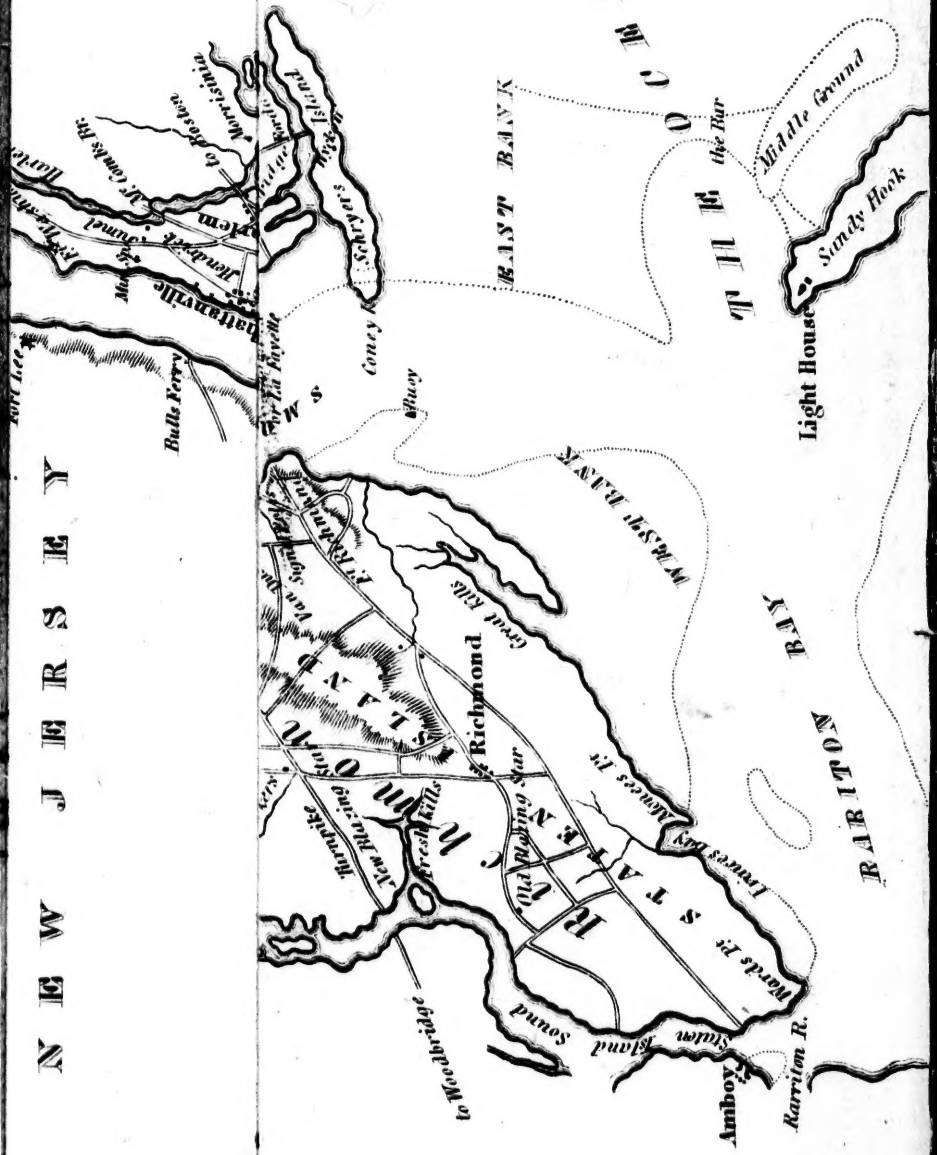
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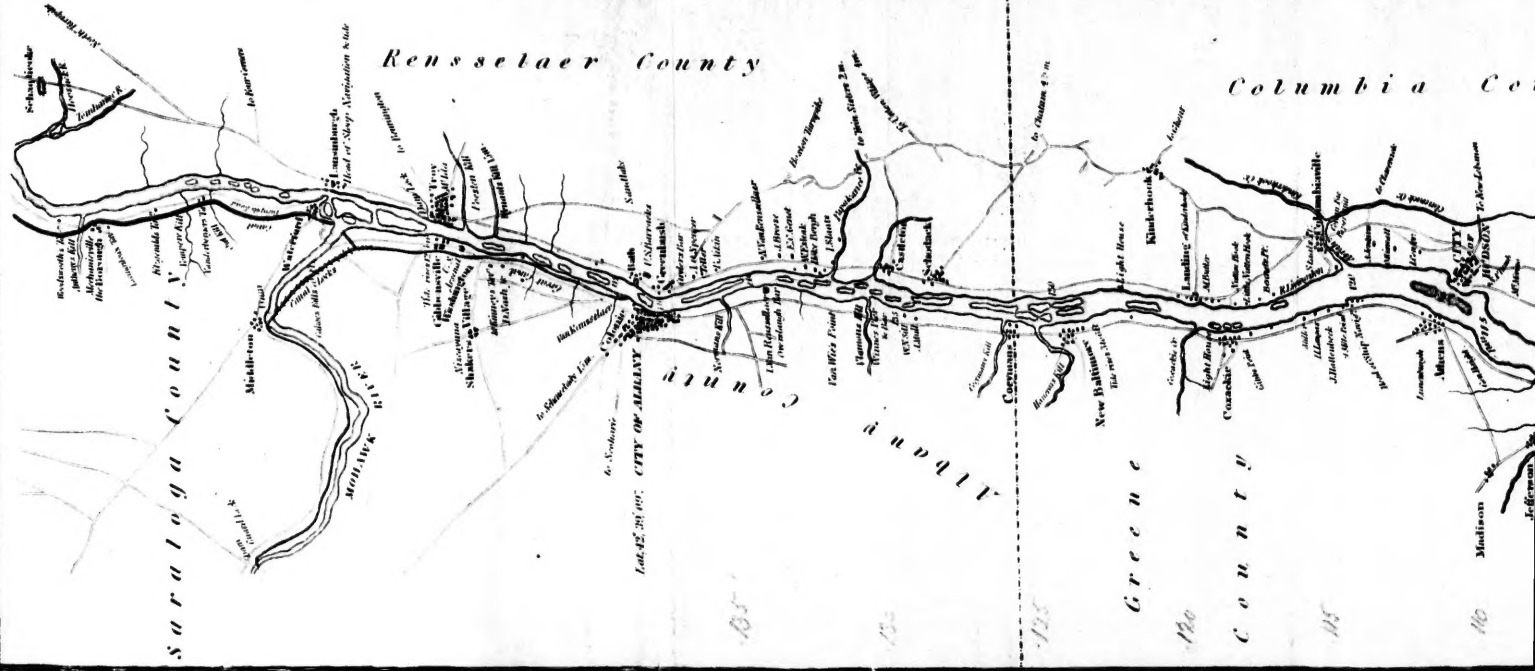
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NEW JERSEY





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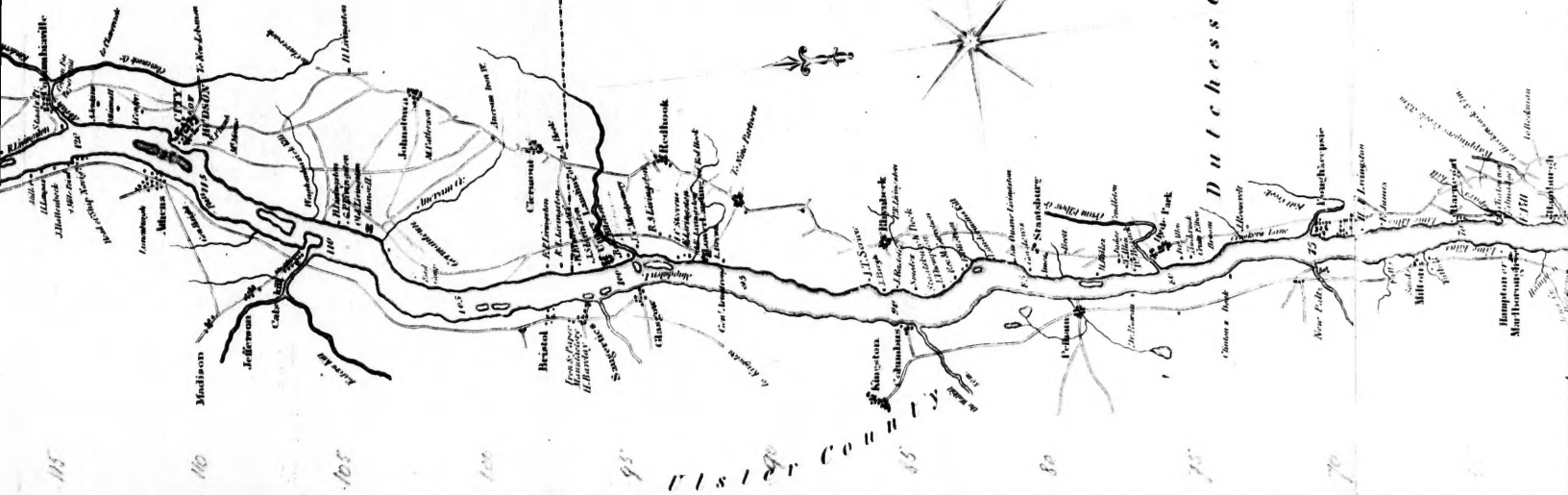
Columbia County

Madison

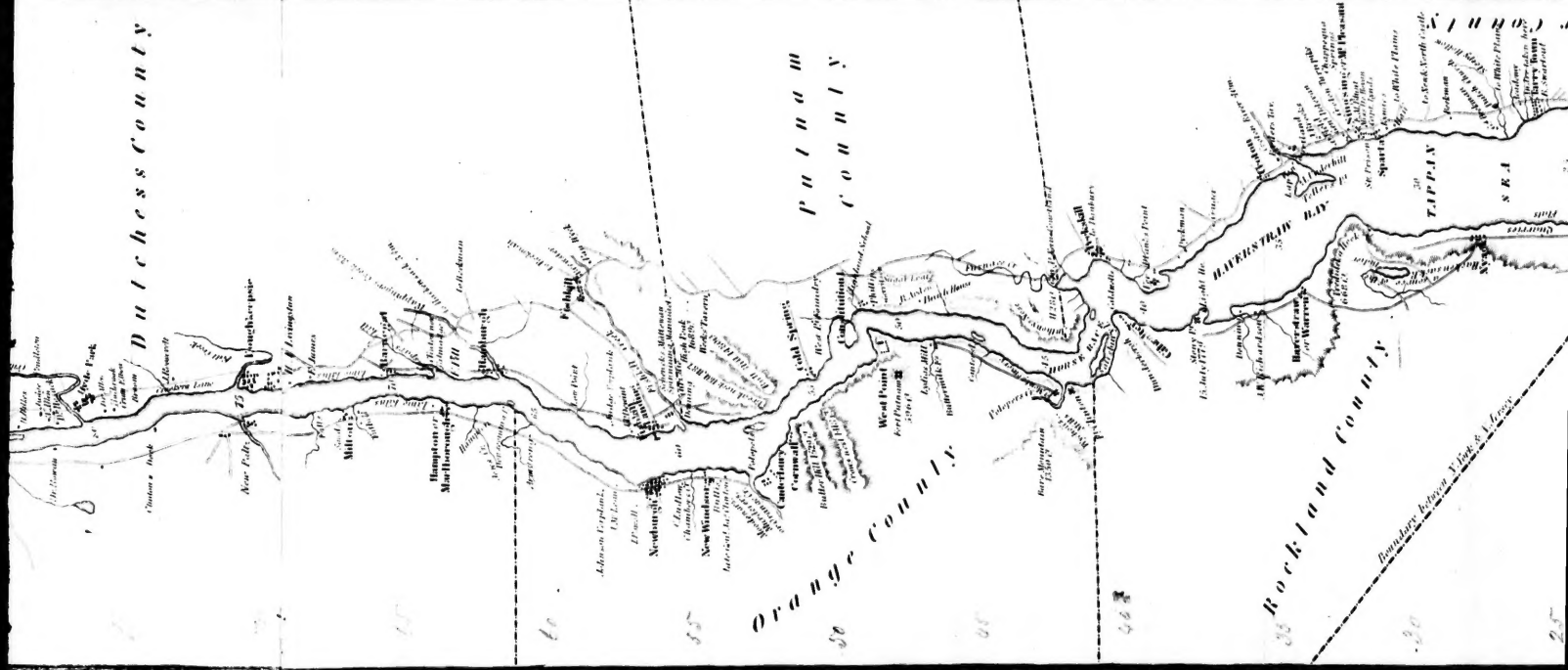
Jefferson



Columbia County



*Dutchess County*



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**defff**  
CHAMORRINI

— of the —  
**REASON NO. 1.**

Post Roads between New York & Albany:

Published by Harper & Brothers  
New York & Edward Everett.

(continued)

1888

M. Chapin, Jr.

A horizontal scale bar with tick marks at 0, 1, 2, and 3. The text "Scale of Miles" is written vertically below the bar.

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 $\gamma_{\text{th}} = \text{Latitude} \cdot 10^{\circ} \cdot 12.8$ 

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### Light House

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T O U R I S T,

OR

POCKET MANUAL

FOR

T R A V E L L E R S

ON

THE HUDSON RIVER, THE WESTERN CANAL

AND

STAGE ROAD TO NIAGARA FALLS

DOWN

LAKE ONTARIO AND THE ST. LAWRENCE

TO

MONTREAL AND QUEBEC.

COMPRISING ALSO

THE ROUTES TO LEBANON, BALLSTON, AND

SARATOGA SPRINGS.

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FOURTH EDITION, ENLARGED AND IMPROVED.

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NEW-YORK:

PUBLISHED BY HARPER & BROTHERS,  
NO. 82 CLIFF-STREET.

1835.

Entered, according to Act of Congress, in the year 1835,  
By HARPER & BROTHERS,  
In the Clerk's Office of the Southern District of New-York.



## P R E F A C E

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FLATTERED by the great sale of this little book in former seasons, the publishers now issue it with alterations and additions adapted to the present season.

Pretending only to accuracy as a reference, it goes into no elaborate detail, but points out to the tourist the principal objects of interest on his route; and at the same time gives such occasional statistical information as will prove interesting and convenient.

The arrangement of the several steamboat, stage, canal, and railroad lines will be found classed in their proper places, as well as the table of distances, &c.

*May, 1835.*

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### *Rates of Fare in Hackney Coaches in New-York.*

If the driver and stranger disagree as to distance, the street-commissioner will decide.

|                                                                                                                                                                                       |        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| For taking a person any distance not exceeding one mile . . . . .                                                                                                                     | \$0 25 |
| For taking one person any distance exceeding a mile, and within the lamp and watch districts . . . . .                                                                                | 50     |
| For every additional passenger . . .                                                                                                                                                  | 25     |
| For carrying a passenger to the new alms-house, and returning . . . . .                                                                                                               | 75     |
| For every additional passenger, and returning . . . . .                                                                                                                               | 37½    |
| For conveying a passenger around the first or Sandy Hill tour . . . . .                                                                                                               | 1 00   |
| For conveying a passenger around the second or Love Lane tour . . . . .                                                                                                               | 2 00   |
| For conveying a passenger around the third or Lake's tour . . . . .                                                                                                                   | 2 50   |
| For conveying one or more passengers around the fourth or Apthorp's tour, with the privilege of detaining the carriage two hours . . . . .                                            | 3 50   |
| For conveying one or more passengers to Harlæm, and returning, with the privilege of detaining the carriage two hours . .                                                             | 4 00   |
| For conveying one or more passengers any distance not herein mentioned or described, and returning, for every mile which they may proceed from the said stands respectively . . . . . |        |
| <i>Children under 14 years of age half price.</i>                                                                                                                                     |        |

The above is an extract from the Corporation Laws.

*Principal Canals in the United States.*

| Names.                                       | Commencement-                 | Termination.      | Dis-<br>tance.<br>Miles. | When<br>com-<br>menced. | When<br>com-<br>pleted. | Capital.   | States.        |
|----------------------------------------------|-------------------------------|-------------------|--------------------------|-------------------------|-------------------------|------------|----------------|
| Grand Erie                                   | Albany                        | Buffalo           | 363                      | 1817                    | 1825                    | 9,027,456  | New-York.      |
| Champlain                                    | Waterford                     | Whitehall         | 63                       | "                       | 1819                    | 1,179,872  | "              |
| Oswego                                       | Syracuse                      | Oswego            | 38                       | "                       | "                       | 525,115    | "              |
| Cayuga and Seneca                            | Geneva                        | Montezuma         | 20                       | 1827                    | 1828                    | 214,000    | "              |
| Chemung                                      | { head of Sene-<br>ca Lake    | Elmira            | 18                       | 1830                    | 1832                    | 300,000    | "              |
| Crooked Lake                                 | near Penn Yann                | Seneca Lake       | 7                        | 1831                    | 1833                    | 120,000    | "              |
| Delaware and Hudson                          | Bolton                        | Honesdale         | 108                      | 1825                    | 1828                    | 1,500,000  | "              |
| Morris                                       | Newark                        | Easton            | 91                       | "                       | 1831                    | 1,100,000  | New-Jersey.    |
| Delaware and Raritan                         | New-Brunswick                 | Lamberton         | 38                       | "                       | 1833                    | 1,500,000  | "              |
| Chesapeake and Ohio                          | { near George-<br>town, D. C. | Pittsburg         | 341                      | 1828                    | not yet                 | 20,000,000 | Maryland.      |
| Port Deposit                                 | Port Deposit                  | Foot of Rapids    | 10                       | "                       | "                       | —          | "              |
| Middlesex                                    | Boston                        | Lowell            | 27                       | 1789                    | 1808                    | 528,000    | Massachusetts. |
| Blackstone                                   | Worcester                     | Providence, R. I. | 45                       | "                       | 1828                    | 600,000    | "              |
| Farmington                                   | New-Haven                     | Southwick         | 58                       | "                       | 1831                    | "          | Connecticut.   |
| Enfield                                      | passes Conn. R. falls         |                   | 5½                       | 1824                    | "                       | —          | "              |
| Great Pennsylvania, with<br>several branches | Columbia                      | Hollydaysburgh    | 172                      | 1826                    | 1833                    | —          | Pennsylvania.  |
| Union                                        | near Reading                  | Middletown        | 82                       | "                       | 1827                    | 2,000,000  | "              |
| Lehigh                                       | Easton                        | Stoddardsville    | 47                       | 1818                    | "                       | 1,558,000  | "              |
| Ohio                                         | Cleveland                     | Portsmouth        | 310                      | 1825                    | 1832                    | —          | Ohio           |
| Miami                                        | Lake Erie                     | Cincinnati        | 265                      | "                       | not yet                 | —          | "              |
| Lancaster                                    | Ohio Canal                    | Lancaster         | 9                        | 1832                    | 1832                    | —          | "              |

*Rail-roads in the United States.*

|  | Dis- | When | When |
|--|------|------|------|
|  |      |      |      |

Cincinnati  
 Lancaster  
 203  
 9  
 1832  
 1832  
 not yet  
 "

*Rail-roads in the United States.*

| Names.                        | Commencement. | Termination.     | Dis-<br>tance.<br>Miles. | When<br>com-<br>men-<br>ced. | When<br>com-<br>pleted. | * Cost.              | States.          |
|-------------------------------|---------------|------------------|--------------------------|------------------------------|-------------------------|----------------------|------------------|
| Mohawk and Hudson             | Albany        | Schenectady      | 16                       | 1829                         | 1831                    | 700,000              | New-York.        |
| Saratoga and Schenectady      | Schenectady   | Saratoga Springs | 20                       | 1831                         | 1832                    | 250,000              | "                |
| Ithaca and Owego              | Ithaca        | Owego            | 29                       | 1833                         | not yet                 | { Capital<br>300,000 | "                |
| Harlæm                        | New-York      | Harlæm           | 7                        | 1832                         | "                       | 350,000              | "                |
| Catskill and Canajoharie      | Catskill      | Canajoharie      | 70                       | "                            | "                       | 600,000              | "                |
| New-York and Erie             | New-York      | Lake Erie        | 400                      | not yet                      | "                       | 10,000,000           | "                |
| Albany and Utica              | Schenectady   | Utica            | 80                       | "                            | "                       | 2,000,000            | "                |
| Camden and Amboy              | South Amboy   | Bordentown       | 35                       | 1831                         | 1833                    | —                    | New-Jersey.      |
| Paterson and Hudson           | Jersey City   | Paterson         | 14                       | "                            | "                       | 250,000              | "                |
| Baltimore and Ohio            | Baltimore     | Pittsburgh       | 325                      | 1828                         | not yet                 | 5,000,000            | Maryland.        |
| Baltimore and Susquehannah    | "             | York, Pa.        | 76                       | 1830                         | "                       | —                    | Maryland and Pa. |
| Baltimore and Washington      | "             | Washington       | 38                       | not yet                      | "                       | —                    | Maryland.        |
| Quincy ———                    | near Boston   | Quincy Quarry    | 4                        | 1826                         | 1827                    | —                    | Massachusetts.   |
| Boston and Lowell             | Boston        | Lowell           | 25                       | 1831                         | 1834                    | —                    | "                |
| Boston and Worcester          | "             | Worcester        | 43                       | "                            | "                       | 900,000              | "                |
| Boston and Providence         | "             | Providence       | 40                       | "                            | "                       | 1,000,000            | "                |
| Columbia and Philadelphia     | Philadelphia  | Columbia         | 81                       | "                            | "                       | —                    | Pennsylvania.    |
| Germantown                    | "             | Norristown       | 18                       | 1832                         | 1832                    | —                    | "                |
| Harrisburgh and Chambersburgh | Harrisburgh   | Chambersburgh    | 48                       | "                            | "                       | —                    | "                |
| Philadelphia and Trenton      | Philadelphia  | Trenton          | 27                       | 1833                         | 1833                    | —                    | "                |
| Mauch Chunk                   | Mauch Chunk   | Lehigh River     | 14                       | 1827                         | 1827                    | —                    | "                |
| Manchester                    | Manchester    | Coal Mines       | 13                       | "                            | "                       | —                    | Virginia.        |
| Newcastle and Frenchtown      | New-Castle    | Frenchtown       | —                        | 1831                         | 1833                    | 400,000              | Del. & Maryland. |

There are, besides, several others of minor importance now constructing in differe sections of the United States

## STEAMBOATS FROM NEW-YORK.

### NEW-YORK, ALBANY, AND TROY LINE.

*Day Line from the foot of Barclay-street.*

*Night Line from the foot of Courtland-street.*

|                             |                     |
|-----------------------------|---------------------|
| Erie . . . . .              | Capt. James Benson. |
| Albany . . . . .            | " J. G. Jenkins.    |
| Champlain . . . . .         | " A. Gorham.        |
| North America . . . . .     | " Lathrop.          |
| De Witt Clinton . . . . .   | " Seymour.          |
| Ohio . . . . .              | " Bartholomew.      |
| Constellation . . . . .     | " Cruttenden.       |
| Constitution . . . . .      | " Hoyt.             |
| Robert L. Stevens . . . . . | " Dean.             |

One of the above boats leaves New-York daily, at 7 A.M., and at 5 P.M., for Albany, Troy, and the intermediate places.

Leaves Albany daily, at 7 A.M., and 4 P.M.

For Singsing, Peekskill, and Newburgh Lines, *see daily newspapers.*

### RAILROAD LINE.

*For Philadelphia, via Bordentown, from Pier No. 1, North River.*

|                        |                    |
|------------------------|--------------------|
| Independence . . . . . | Capt. G. N. Diehl. |
| Swan . . . . .         | " C. Seymour.      |
| Thistle . . . . .      | " Van Pelt.        |

A boat of this line departs three times each day (except Sunday) at 6 and 10 A.M., and 12 M.

### PEOPLE'S LINE.

*From the same Pier, via New-Brunswick and Trenton.*

|                    |             |
|--------------------|-------------|
| New-York . . . . . | Capt. Swan. |
|--------------------|-------------|

Leaves every day at 6 A.M.

### NEW-YORK AND BOSTON LINE.

*From Pier No. 4, North River, near the Battery, Monday, Wednesday, and Friday, at 5 o'clock P.M.*

|                             |                     |
|-----------------------------|---------------------|
| President . . . . .         | Capt. E. S. Bunker. |
| Benjamin Franklin . . . . . | " R. B. Coleman.    |

*From foot of Fulton-street, E. R., Tuesday, Thursday, and Saturday, at 5 o'clock P.M.*

|                      |                  |
|----------------------|------------------|
| Providence . . . . . | Capt. S. Thayer. |
| Boston . . . . .     | " W. Comstock.   |

## FOR BOSTON, VIA NEW-LONDON AND NORWICH.

*Foot of Beekman-street.*

Gen. Jackson . . . . . Capt. Coit.

Will leave every Tuesday and Thursday afternoon at 5 o'clock, and Saturday mornings at 10 o'clock. Stages will be in readiness at Groton to convey passengers to Stonington. Also at Norwich to convey passengers to Worcester and Boston.

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## NEW-HAVEN LINE.

*From the foot of Beekman-street.*

Superior . . . . . Capt. J. Stone.

Splendid . . . . . " B. Stone.

One of these boats leaves daily at 7 A.M. (except Sunday).

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## HARTFORD LINE.

New-England . . . . . Capt. Harrison.

Water Witch . . . . . " Vanderbilt.

A boat departs daily at 5 P.M. from the foot of Beekman street.

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## CHARLESTON LINE

Columbia . . . . . Capt. Coffey.

William Gibbons . . . . . " Wright.

Leave alternately every Saturday afternoon at 4 o'clock.

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## NORWALK AND BRIDGEPORT LINES

*From the foot of Market and Catharine streets.*

Fairfield . . . . . Capt. Peck.

Nimrod . . . . . " Brooks.

Leave every day (except Sunday) at 6 A.M.

Boats leave Fulton Market daily for Flushing, Hallet's Cove, Throgg's Neck, New-Rochelle, Glenn Cove, Cold Spring, and Shrewsbury.

There are several other boats plying to different places from New-York, for the time of departure of which, as well as those above enumerated, the most sure way is to refer to the advertisements in the daily newspapers, as their arrangements are subject to frequent alterations.

## PRINCIPAL HOTELS IN NEW-YORK.

|                        | <i>Location.</i>                                         | <i>Keepers' Names.</i>    |
|------------------------|----------------------------------------------------------|---------------------------|
| City Hotel .....       | No. 113 Broadway.....                                    | C. Jennings.              |
| Atlantic Hotel .....   | No. 5 Broadway.....                                      | M'Neil Seymour            |
| Adelphi Hotel.....     | Cr. Beaver-st. & Broadway..                              | Mrs. Ward.                |
| Mansion House.....     | No. 39 Broadway.....                                     | W. J. Bunker.             |
| National Hotel.....    | No. 112 Broadway.....                                    | Carr & Groat.             |
| Franklin House.....    | Cr. Dey-st. and Broadway..                               | Newton Hayes.             |
| American Hotel.....    | Cr. Barclay-st. & Bro'dway.                              | Milford.                  |
| Washington Hotel ....  | Cr. Chambers-st. & Br'dway                               | James Ward.               |
| Pearl-street House.... | No. 88 Pearl-street.....                                 | Flint & Bacon.            |
| Barclay-st. Hotel..... | { Steamboat landing, foot of }<br>{ Barclay-street ..... | { Harrison and<br>Benson. |
| Clinton Hotel.....     |                                                          |                           |
| Exchange Hotel .....   | Nos. 8 and 10 Broad-street...                            | Howard.                   |
| Eastern Pearl-st House | Cr. Pearl and Ferry streets...                           | Foster.                   |
| Holt's House.....      | Cr. Water and Fulton streets                             | Holt.                     |
| New-York Hotel .....   | No. 162 Greenwich-street...                              | Dean.                     |
| Walton House .....     | No. 326 Pearl-street .....                               | S. Backus.                |
| Congress Hall .....    | Broadway .....                                           | A. Sherman.               |

## PRINCIPAL HOTELS IN ALBANY.

|                                    | <i>Location.</i>              | <i>Keepers' Names.</i> |
|------------------------------------|-------------------------------|------------------------|
| Eagle Tavern.....                  | South Market-street .....     | L. Cruttenden.         |
| American Hotel.....                | No. 100 State-street.....     | I. Thomas.             |
| City Hotel.....                    | North Market-street.....      | Chapin.                |
| Mansion House.....                 | North Market-street.....      | Huntley.               |
| Adelphi Hotel .....                | Cr. Market & State streets..  | Cross.                 |
| Bement's Hotel .....               | No. 82 State-street .....     | C. N. Bement.          |
| Park-Place House .....             | Park-Place.....               | London.                |
| National & Columbian<br>Hotel..... | { No. 555 South Market-st.... | { Whelpley.            |
| Fort Orange Hotel.....             |                               |                        |
| Montgomery Hall.....               | —— South Market-st....        | Chapin.                |

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## ROUTE FROM PHILADELPHIA TO NEW-YORK.

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### PASSAGE UP THE DELAWARE.

THE *People's Opposition Line* goes by way of Trenton and New-Brunswick; and the *Rail-road Line* as follows :

After starting, the ship-house in the Navy-yard will be seen opposite. A number of ship-yards and three or four glass-houses will be noticed ; also a shot-tower, and a number of tall spires, which appear conspicuous among the great mass of buildings. The boat moves on in the "even tenor of her way," and the traveller soon finds himself at

BURLINGTON, 18 miles from Philadelphia, which, like most of the villages along the Delaware, fills a very interesting page in the history of the Revolution. It is a very handsome town, beautifully located on an inclined plane, and many of the buildings display much taste.

BRISTOL, nearly opposite, presents to view a number of handsome buildings, with extensive and beautiful gardens attached. After proceeding 10 miles farther, the boat arrives at

BORDENTOWN, a handsome village, situated on an elevated bank. Here the passengers take cars on the *Camden and Amboy Rail-road*, and after proceeding a short distance, the seat and residence of the Ex-king of Spain, Joseph Bonaparte, who now

styles himself the Count de Surveilliers, is seen on the left. Passing on through several small towns, the car arrives at

**SOUTH AMBOY**, the terminating point of the railroad, which is 35 miles in length. Here the steamboat lies at the wharf in readiness to proceed down the Raritan River; and as soon as the passengers can be transferred from the cars, she gets under way and proceeds to

**PERTH AMBOY**, which is directly opposite, across the river. There is little here to attract notice. Some shipping generally lies at the wharves, but the place does not wear a very business-like aspect.

**ELIZABETHTOWN POINT**, within 15 miles of New-York, is the next stopping-place. The village of *Elizabethtown* is two miles inland.

The boat now enters the broad, beautiful bay of New-York, and Fort Lafayette is seen between Long and Staten islands, in the passage to the sea called "The Narrows." On the right is seen Castle Williams and Governor's Island, on the left are Ellis's and Bedlow's islands, which are both fortified, and in front an immense, almost innumerable, quantity of shipping lying at the wharves, with an extended background of lofty buildings, among which the towering spires of the numerous churches scattered about the city appear very conspicuously.

**NEW-YORK** is the largest and most populous city in the United States, and has an unrivalled location as a commercial city, at the junction of the East and Hudson rivers, on an island of 15 miles in length by  $1\frac{1}{2}$  in width. It is now built nearly in a triangular shape, and extends about 3 miles on each river. The principal portion of shipping-business is transacted on the eastern side of the city, as that

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part of the harbour is best protected from prevailing storms. The East River, opposite the city, is about half a mile wide, and the North River something more than a mile. The principal streets run north and south, and are crossed at right angles by streets butting on each river. *Broadway*, a handsomely-built avenue, about 3 miles in length and 80 feet in width, is the fashionable promenade of the city, and is generally crowded in pleasant weather with every description of persons and natives of almost every clime. Here you see "nice young men with gold-headed canes, just returned from their travels: foreign gentlemen of great distinction and superb mustachios; full-fledged heirs sporting their figures and their cash; brisk minors panting for their majority and for early distinction; and geniuses of the first water, who exhibit themselves in their most intellectual, interesting, and abstract cast of expression. All shapes, and hues, and conditions, and distinctions; all varieties of beauty and of ugliness, of wealth and of poverty, pride that exhibits itself in a new coat, and pride that peeps through the torn drapery of an old one, from the millionaire down to the poor sweep,—you may see them all in Broadway. The aristocratic coach, and the lowly dust-cart, the barouche and the wheelbarrow are constantly passing each other by on this grand thoroughfare—the great highway of the several fifteen wards of this noisy and bustling city."

The principal places of public amusement are the Park, Bowery, and Richmond-Hill Theatres; Peale's and the American Museums, and several gardens, of which *Niblo's* and the *Castle* are decidedly the most pleasant. The city contains 120 churches, many of which are beautiful buildings, and constructed in a

chaste style of architecture. The literary and scientific institutions in the city are Columbia College, established 1754, Medical College, Lyceum of Natural History, Historical Society, Atheneum, Society Library, Academy of Fine Arts, National Academy of Design, Law Institute, Mercantile Library Association, &c. About 300,000 tons of shipping, comprising many of the most elegant and fast-sailing ships in the world, are owned here; about seventy newspapers are published, and there are several extensive book-printing establishments in the city. The population of the city by the census of 1830 was 202,589, and is now estimated at about 250,000.

The first fortified settlement was made here in 1615 by the Dutch, one year after the settlement of Albany.

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## ROUTE FROM NEW-YORK TO ALBANY.

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[References.—\* Places at which the regular steamboats, running between New-York and Albany land.—E. S. East side of the river.—W. S. West side of the river.—Distances on the river will be ascertained by referring to the Map of the Hudson which is connected with this work.—Distances on the canal will be seen by referring to the table at page 47.]

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### PASSAGE UP THE HUDSON.

THE Hudson River was first discovered, September 4, 1609, by Henry Hudson, from whom it derives its name. It rises 250 miles north of New-York, in a mountainous country on the confines of Canada, between Lakes Ontario and Champlain, and may justly be regarded as the *Thames* of America. It is a noble river, abounding with scenery of the most sublime, picturesque, and romantic character; not surpassed, for variety and grandeur, by any in the world.

At the time appointed, the boat moves from the wharf, "like a thing of life," and the stranger finds himself in the midst of a varied and splendid scene. On the right he has New-York, with its Battery, and Castle Garden; on the left Jersey City and Hoboken, and on the south a view of the Narrows leading to Sandy Hook, and a far view of the Atlantic Ocean, 22 miles from the city. Directly opposite the Battery is seen Governor's Island, on which is situated Castle Williams. The Quarantine ground at Staten

Island is also seen in a southerly direction, and its white buildings form a striking object in looking down the bay. As the boat proceeds, on the right are seen the old State Prison (which is no longer occupied, as the prisoners have been removed to the new prison at Sing Sing), Fort Gansevoort, and the Episcopal Theological Seminary, built of gray hewn stone. On the left the shady walks of Hoboken, the cottage on the "Elysian Fields," and Col. Stevens's mansion on the promontory called "Hoboken Point" arrest the attention. A short distance above, the hills of Weehawken are seen. Weehawken, the romantic beauties of which have inspired the sprightly muse of Halleck, is the celebrated duelling-ground, and the spot where the fatal duel between Col. Aaron Burr and Gen. Hamilton was fought, 1804. It is 3 miles from the city, and its retired walks and convenient solitude have created its notoriety as the place where "affairs of honour" are generally settled. A neat marble monument was here erected to the memory of Hamilton; but it has been removed within a few years, his remains having been interred in Trinity churchyard, beneath a fine monument, enclosed in an iron railing.

*The Palisadoes* commence at Weehawken, and extend about 20 miles up the western side of the river. These are a range of trap-rock (the altitudes of which are from 20 to 550 feet), which form almost one impassable barrier, presenting nearly a perpendicular surface.

*The Lunatic Asylum* (E. S.), 7 miles from the city, is built of hewn freestone. The situation is beautiful and commanding.

**HARLAEM** (E. S.). A small village containing a church, three stores, a blacksmith's shop, &c. The

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ridge of highland which extends across the island is called *Harlaem Heights*, on which, during the revolution, a line of fortifications was thrown up quite across to the East River.

*Fort Lee* (W. S.), on the brow of the Palisadoes, 300 feet above the level of the water—this fort was evacuated in 1776.

*Fort Washington* (E. S.). The ruins of this fortress are on the summit of a high hill, 12 miles from the city. This fort was surrendered by the Americans to the Hessians in 1776, together with 2600 men.

*Spuyten Duyvel Creek* (E. S.), 13 miles from the city. This creek derives its name from the following circumstance. When New-Amsterdam (now New-York) was in possession of the Dutch, Peter Stuyvesant, then governor, sent Antony Van Corlaer, his right-hand man and sounder of brass, alias, trumpeter, on an important message up the river. On his arrival at this creek, having no means of passing it, he paused in much perplexity: but his zeal to accomplish the mission was not to be overcome by the want of a boat, so he very heroically threw off his coat and made a vow he would cross it "*spuyten duyvel*." "It was a dark and stormy night when the good Antony arrived at the famous creek (sagely denominated *Harlaem River*) which separates the island of *Manahatta* from the mainland. The wind was high, the elements were in an uproar, and no *Charon* could be found to ferry the adventurous sounder of brass across the water. For a short time he vapoured like an impatient ghost upon the brink, and then, bethinking himself of the urgency of his errand, took a hearty embrace of his stone bottle, swore most valorously that he would swim across *en*

*spijt en Duyvel* (in spite of the Devil)! and daringly plunged into the stream. Luckless Antony! Scarce had he buffeted half-way over when he was observed to struggle violently, as if battling with the spirit of the waters—instinctively he put his trumpet to his mouth, and giving a vehement blast—sank for ever to the bottom!"—*Knickerbocker*, p. 232.

PHILIPSBURGH (E. S.), 17 miles from the city, contains a church and several houses.

*Fort Independence* (E. S.). Directly opposite this fort the Palisadoes are of greater height than at any other point.

DOBBS'S FERRY (E. S.) 22½ miles from the city.

TARRYTOWN (E. S.). Major Andre was captured at this place when returning from his visit to Gen. Arnold, and on his way to the British lines, September 23, 1780. The tree under which he was taken was struck by lightning on the very day the news of Gen. Arnold's death was received at Tarrytown, July 31, 1801. Strange coincidence! It was a white-wood tree, and uncommonly large, being 26 feet in circumference and 111 high.

TAPPAN (W.S.). Andre was executed about a mile from this village. The spot where he was buried is still pointed out and frequently visited, although his remains were disinterred a few years since and taken to England.

NYACK, a small village a little north of Tappan.

HAVERSTRAW (W.S.), a short distance above Nyack.

SINGSING (E. S.), 33 miles from the city. The new *State Prison* is located on the bank of the river at this place. It was commenced in 1825, and has been tenanted nearly 6 years. Its dimensions are 44 by 480 feet: it has a double row of cells, built

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back to back, four tiers high, and 200 in each tier; making in all 800 cells. It is built of hewn marble, quarried on the premises. The whole work was performed by the convicts. They are now building, and have nearly finished, two extensive wings, which extend from the main building to the wharf. The discipline is that of the Auburn prison, probably the best now in use.

*Sleepy Hollow* (E. S.), a little above Singing. This is the place where Washington Irving locates the scene of his tale of the same name, in the "Sketch Book."

*Grassy Point* (W. S.), 1 mile south of Stony Point. There is a fine mansion here belonging to Mr. Platt, of New-York.

*Stony Point* (W. S.), 40 miles from New-York, is a bold, rough promontory, with a lighthouse on its summit. It was fortified during the American war, and taken from Gen. Wayne by the British in 1778: but retaken the same year.

VERPLANCK'S POINT (E. S.), opposite, was also the site of a fort. There is a splendid mansion, lawn, harbour, &c. situated upon it, and occupied by Mr. Philip Verplanck.

\*CALDWELL'S (W. S.), 44 miles from New-York. This is the first landing of the steamboats. Here the Highlands commence.

PEEKSKILL VILLAGE is directly opposite Caldwell's.\*

*Anony's Nose* (E. S.). The mountain of this name is not, as is generally supposed, the one that exhibits a resemblance of the profile of a human face. It is directly opposite *Fort Montgomery Creek*. Its elevation is 1228 feet from the level of the river, and its

\* Enoch Crosby, the original of Cooper's "Harvey Birch," in the novel of "The Spy," is now living, and resides near Peekskill.

name is derived, according to Irving, from the nose of Antony Van Corlaer. The christening of the mount is described in the story of the Dutch governor's first voyage up the Hudson, as follows: "Just at this moment the illustrious sun, breaking in all his splendour from behind one of the high cliffs of the Highlands, did dart one of his most potent beams full upon the refulgent nose of the sounder of brass. The reflection of which shot straightway down, hissing hot into the water, and killed a mighty sturgeon that was sporting beside the vessel! When this astonishing miracle came to be made known to Peter Stuyvesant (the governor), he, as may well be supposed, marvelled exceedingly; and as a monument thereof, gave the name of *Antony's Nose* to a stout promontory in the neighbourhood, and it has continued to be called Antony's Nose ever since." From here to *Fort Montgomery*, which is now in ruins, on the opposite side, a large boom and chain was extended during the revolutionary war, which cost about 70,000 pounds sterling. It was partly destroyed by Gen. Sir Henry Clinton in October, 1777.

After proceeding about 2 miles farther, an extensive range of mills are seen on the west side of the river. These are supplied by a stream called *Buttermilk Falls*. This is a beautiful little cascade, which comes foaming and tumbling down the rocks, and has a milk-white appearance. The mills are the property of Mr. Lydig. Richard Arden's mansion is seen directly opposite Buttermilk Falls. This gentleman has an immense tract at this place, on which is situate the "Beverly House,"\* a quarter of

\* During the Revolution, this house was the property of Charles Beverly Robinson (a colonel in the British army, though an American by birth), but in possession of the Americans and the

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a mile south of his dwelling,—not in sight from the river. Three miles above, the location of the celebrated *United States' Military School* comes in view.

quarters of Gen. Benedict Arnold, who infamously attempted to betray his country to her enemies in the year 1780. His plot was discovered in time to avert the fatal blow, but not to secure the traitor. Col. Beverly and Major Andre were sent by Sir Henry Clinton, the British commander, on board the sloop of war *Vulture*, at New-York, with orders to proceed up the river and have an interview with Arnold. They anchored opposite Fort Montgomery. Andre went to Beverly House, saw the traitor, and received the draughts of all the works at West Point and the passes leading to them. Previous to this time, Arnold had never intrusted a paper out of his hands which might expose him to detection; but now saw no danger in confiding these to Andre, who was to re-embark directly on board the sloop and make sail for New-York. Andre returned alone to the beach, whence a boat was to convey him to the *Vulture*; but this arrangement was defeated by an obstacle wholly unexpected,—the sloop having weighed anchor and moved down to Teller's Point, which divides Tappan and Haverstraw bays. This movement having excited the suspicions of the rowers of the boat in which Andre was to return, caused them peremptorily to refuse taking him on board. Finding all entreaties vain, he returned to Arnold, and consulted him on the propriety of urging the men to proceed. Arnold advised him to assume a disguise and return by land; and wished to withdraw the papers intrusted to him, thinking it hazardous to send them by land. To this, however, Andre refused to accede, as he was desirous of showing Clinton with what punctuality he had executed his mission. He disguised himself in a dress provided by a man named Joshua Smith, and, after secreting the letters in his boots, proceeded on his journey, accompanied by Smith; each had a passport from Arnold "to go to the lines of White Plains, or lower if the bearer thinks proper; he being on public business." When they arrived in sight of the ground occupied by the English, Smith, seeing no one, said, "You are safe; good-by," and returned at full speed. Andre proceeded, and was about entering the village of Tarrytown, when he was accosted by three men, arrested, searched, and the fatal papers found on him. Arnold soon heard of his arrest, immediately ordered his wife to burn his papers, flew to his barge (which was always ready manned and lay at the small dock opposite Buttermilk Falls), and ordered the men to row him down to the *Vulture*. He arrived on board safe, and gave the men privilege to remain or return with the barge. They chose the latter. He was elevated to the rank of brigadier.

\*WEST POINT (W. S.). West Point is celebrated as the theatre of several important events during the revolutionary struggle, the remembrance of which will cause every feeling heart to glow with patriotism. The Military Academy, under the superintendence of Col. Thayer, has reached a celebrity alike creditable to him and honourable to our country. It was established in 1802, and the number of students is limited to 250. Col. R. E. De Russey is the present able and judicious superintendent and commandant. The cadets parade every evening at 6 o'clock, which exhibition, together with the "eloquent music" discoursed by the *band*, is calculated to excite the admiration of every visiter. On approaching the point, the first building noticed is the *Hospital*, which is a fine stone edifice, with a piazza in front, and an extensive wing at each end. The next objects worthy of attention are the *ruins* of the venerable *Fort Putnam*, which occupy a majestic and commanding situation. Near the river is a kind of niche in the cliff, accommodated with a number of benches. This is called *Kosciusko's Garden*. Clusters of lilacs are still growing, which are said to have been planted by the Polish patriot. There is also a spring of very fine water, over which the cadets have placed a marble reservoir, in which the water boils up with fine effect. It was formerly difficult of access, but is now accessible by means of a flight of stone steps.

dier-general in the British army, which he held until June 14, 1801, when he died, at Gloucester-Place, London,

"Unwept, unhonour'd, and unsung."

Andre was tried as a spy, convicted, and suffered an ignominious death, which must have been preferable to the life of Arnold, rendered miserable by the contempt of those for whom he had sacrificed his friends, his home, his country, and his honour.

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A short distance from this place Kosciusko's monument is seen: it is built of fine hewn marble; the inscription on it is—"Kosciusko. Erected by the corps of Cadets, 1828." After turning the point, the *Hotel* comes in view: it is a fine spacious house, and kept by Mr. W. B. Cozzens, a gentleman long and advantageously known to the visitors of West Point. During the war, a *chevaux-de-frize* was extended across from the wharf to Magazine Point, on Constitution Island, to prevent vessels from passing further up the river.

About a quarter of a mile above is a monument to the memory of a cadet who was killed by the bursting of a cannon. The names of several cadets are inscribed upon it. A short distance further, at the water's edge, is a small cove, where is seen a small white house. This house is on the site of the building in which Gen. Washington held his head-quarters during a part of the Revolution. After proceeding about a mile beyond the landing, by taking a retrospect, the traveller has a magnificent view of the *Military Academy*, and all the buildings appertaining thereto. There are nine brick buildings for the officers and professors. The view of the Point from this distance is highly imposing. Mr. Samuel Gouverneur has a beautiful residence opposite West Point. The *Highland School* is located half a mile north. It was commenced in 1830, and is now becoming very popular.

*The Crow's Nest* (W. S.) is the first mountain north of West Point, and has an indenture on its summit resembling a nest: hence its name. Elevation 1418 feet.

COLD SPRING (E. S.), a small village about 2 miles north of West Point, on the opposite side, derives

its name from a spring in the vicinity, which supplied the troops with water during the war. The *West Point Foundry*, under the superintendence of Governor Kemble, Esq., is situated at this place. This establishment, for the manufacture of cannon and machinery, comprehends two blast-furnaces, three air-furnaces, three cupola-furnaces, a boring-mill of nine gun beds, and one for mortars and cylinders, with lathes, &c.; three water-wheels, one of iron, 36 feet in diameter, with extensive shops, and a steam-engine in Beach-street, New-York, for the manufacture of steam-engines and other machinery. The whole establishment employs daily from 450 to 500 workmen.

**BUTTER HILL** is the last of the range on the west side. Its elevation is 1529 feet, greater than any of the Highlands except the "High Peak," which is 1689 feet. At the foot of it can be seen Putnam's Rock, which was rolled from the top in 1778 by a party of soldiers, directed by Gen. Putnam. An individual, rather visionary than otherwise, of the name of Newbold, has been endeavouring for a number of years to establish three cities on the top of this mountain. Their names are *Faith*, *Hope*, and *Charity*. He intends constructing a railway from the river up the mountain, with an engine stationed at the summit, by which merchandise, &c. will be drawn up for the use of the inhabitants.

*Break-neck Hill* is the last of the range of Highlands on the east side; it is a very rough craggy mountain. When directly opposite, the profile of a human face, called "Turk's Face," can be seen on the point of rock which projects farthest southward.

*Polopell's Island*. This is the name of the small island in the middle of the river at this place.

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This island is the residence of nothing save snakes, which are found in immense numbers; having never been subjected to the influence of a tutelar saint, with snake-compelling powers like those of the renowned St. Patrick.

CORNWALL (W. S.). A small village 4 miles south of Newburgh.

NEW-WINDSOR (W. S.) is 2 miles south of Newburgh. There are two docks at this place: a few yards back from the south dock is seen a low house with three dormant windows; in 1774 this was the domicil of Mr. Ellison; Gen. Washington resided with his family most part of that winter and held his quarters there; a short distance back of this, on the eminence, is a beautiful mansion belonging to Mr. Bullus; from this place there is a delightful prospect for 20 miles around.

\*NEWBURGH (W. S.). Newburgh was first settled by some emigrants from Palatine, in the year 1708, and is now a place of some considerable magnitude, containing a population of about 4000. Being situated on the declivity of a hill, it probably makes a better appearance from the river than from any other point. A stage runs from this place to Ithaca daily. A quarter of a mile south of the village stands the old stone house in which Washington held his quarters at the time when the celebrated "Newburgh Letters" made their appearance.

*Presqu' Isle*, nearly opposite Newburgh, is the residence of Mr. — Denning. This situation affords a most delightful prospect of country, and its gardens, shrubbery, and forest-trees are very charming.

FISHKILL (E. S.) is directly opposite Newburgh. The *Matteawan Cotton Factory* is situated near this place. It belongs to the Messrs. Schenck, of New-



York. The *Highland Grove Gymnasium* was established at Fishkill in 1829, by Messrs. Kent and Jones, and is now in a very flourishing condition.

LOW POINT (E. S.). There is a small cluster of white buildings on this point. It is 2 miles above Fishkill.

*Dans Kamer Point* (W. S.),  $5\frac{1}{2}$  miles above Newburgh, is a rough peninsula. *Knickerbocker*, speaking of Gov. Stuyvesant's passage up the river, says, "Even now I have it on the point of my pen to relate, how his crew was most horribly frightened, on going on shore above the Highlands, by a gang of merry roistering devils, frisking and curvetting on a huge flat rock which projected into the river, and which is called the *Duyvell's Dans Kamer* to this very day."

The splendid mansion with a wing at each end, on the brow of the hill just below this place, is the residence of Mr. Armstrong.

HAMPTON (W. S.), 69 miles from New-York.

HAMBURGH is directly opposite Hampton. The creek which empties into the river at this point is called Wappinger's Creek. One mile and a half above this place, on a projecting point, is seen a fine brick building, with an arbour on the hill. This was the residence of *George Clinton*, formerly Governor of this State, and celebrated in the annals of New-York as a statesman, a soldier, and a good citizen. Gen. James Tallmadge is the present occupant.

JEW'S CREEK (W. S.) is  $1\frac{1}{2}$  miles above Hampton. Brick-manufacturing is carried on at this place very extensively.

MILTON (W. S.), 72 miles from New-York. The village opposite is called BARNEGAT. The shore between Hampton and Milton is literally covered with



The beautiful mansion of Col. Livingston is situated in delightful grounds on the margin of the river, about 1 mile south of Poughkeepsie.

\*POUGHKEEPSIE (E. S.) is located about 1 mile from the landing. This place was originally settled by some Dutch families, about the year 1735, and derived its name from an Indian word, *Apokeepsing*, signifying safe harbour. It was incorporated as a village in 1801, and now contains a population of more than 5000. It is a beautiful and pleasant place; the buildings and grounds of its inhabitants displaying much taste. Its importance as a river-town is very considerable, having an extensive back country to support its commercial prosperity. The shore is rough and bold, and the steamboat landing is not seen until the boat reaches the dock, in consequence of a high rocky projection, called the "Call Rock." There is a very fine view, for several miles north and south, from the top of this rock. There are two fine hotels in the village, equal to any between the cities of New-York and Albany.

NEW PALTZ (W. S.). This village is opposite Poughkeepsie.

\*HYDE PARK (E. S.). A large tract of land at this place is owned by Dr. David Hosack, an eminent physician from New-York, who has lately retired from the city to this delightful part of the country. His splendid mansion is in sight from the river. There is a park for deer, arbours, lawn, and a very extensive hot-house, which contains specimens of almost all our domestic plants, together with a great variety from other countries.

Half a mile above Dr. Hosack's is seen Judge Pendleton's mansion; and two miles further is that of Hamilton Wilkes, Esq. *Dr. Rowan's seat is di-*

rectly across the river from Hyde Park. Three miles above, *Beaver Creek* empties itself into the Hudson.

*Esopus Island* is situated at the mouth of the creek.

*Lewis's Dock* (E. S.). After proceeding a few miles further and turning a point of land, a small dock is seen, and a splendid brick building a few yards in the rear. This is the residence of Gen. Morgan Lewis, formerly Governor of the State of New-York. A few yards above Governor Lewis's is the beautiful mansion of James Duane Livingston, Esq.

STAATSBURGH (E. S.). The beautiful mansion on the hill, at this place, is the residence of James Thompson, Esq.

\*RHINEBECK (E. S.). This is a small landing, whence a sloop sails twice a week with produce for New-York. The village is 3 miles in the interior. This place affords a fine distant view of the Catskill Mountains and the Mountain House.

\**Columbus Point* is on the opposite side of the river. The junction of the Waalkill Creek with the Hudson River is at this place. The terminating point of the Delaware and Hudson Canal is about 4 miles inland, where it empties into the Waalkill. The canal at the surface is 36 feet in breadth and 4 feet deep. The locks are 72 feet in length and 9 feet wide. The water rises in them from 8 to 11 feet. Two packet boats are in operation on the canal, and leave Bolton, one and a quarter miles from Columbus Point, every Monday and Thursday, for Honesdale, the head of the canal, whence passengers are taken to the coal-mines on the rail-road. Stages are in readiness at Honesdale to convey passengers to Utica, Binghamton, Owego, and Ithaca.

KINGSTON is a pretty village, located on a beautiful

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and extensive plain, 3 miles inland. It was burnt by the British, October 25, 1777.

*Magdalen Island* (E. S.), 8 miles above Rhinebeck, is the property of Dr. Mastin. His residence is handsomely located on the south end of the island. He has an harbour "founded on a rock," from which a splendid view of the river is afforded both north and south.

*Shultz's Dock* (E. S.). A sloop sails from this place to New-York once a week.

**LOWER RED HOOK** (E. S.). This was formerly a place of considerable business, but within a few years it has all been diverted to the landing 3 miles above. Just south of the landing is a neat, delightfully-situated building, with a small grove in front, which is decorated with an harbour; and a number of rustic seats are placed about under the trees. It is the residence of Capt. Brown, of the United States' army. A few yards north of the dock is the seat of J. R. Livingston, Esq. The mansion is large and splendid. The mansions of J. C. Stevens, J. C. Montgomery, and R. S. Livingston are situated between Lower and Upper Red Hook.

**GLASGOW VILLAGE** (W. S.),  $2\frac{1}{2}$  miles above Lower Red Hook landing. A short distance above here is the residence of Rev. Mr. Overbagh.

\***UPPER RED HOOK** (E. S.). The village is about 2 miles from the landing, in the interior. There is a hotel, a number of stores, storehouses, &c. at the landing.

The mansion south of the dock is the residence of Robert Tillotson, Esq. The first mansion north of the south landing belongs to John Swift Livingston, Esq. It is one of the most beautiful locations on the Hudson. A few yards above is the residence

of Mr. Elmendorf, also in a very eligible situation. After proceeding 2 miles further, the traveller has a view of the splendid brick mansion of R. L. Livingston, Esq., formerly the residence of Chancellor Livingston. A large and well-stocked hot-house is attached to the south end of the building. E. P. Livingston, Esq.'s, mansion is a few yards farther north.

*Ury* (W. S.), opposite Upper Red Hook landing —Country-seat of Henry Barclay, Esq.

**SAUGERTIES VILLAGE**, situated about 1 mile west from the confluence of the Esopus and Hudson rivers. The interjutting hills obstruct the view of the most considerable portion of it from the latter stream. It is only of seven or eight years' growth, and at present contains very extensive manufactories of bar-iron, paper, and white lead; besides many other of minor importance; a population of 3000 souls, and a water-power still unemployed, which promises a corresponding continuance of prosperity for many years to come. This village chiefly owes its origin and importance to the exertions and enterprise of the proprietor of the seat last named. There are falls of about 45 feet perpendicular height on the Esopus River, at this village, occasioned by natural and artificial obstructions, which flood the water back two or three miles, forming a most beautiful sheet or lake. Further up, at the distance of about a mile, are the great falls of the Esopus, which, together with the variety and beauty of the adjacent scenery, present claims for the gratification of the curious of no inferior order. The roads in the neighbourhood, during the temperate and bland season of the year, are generally good, and that in particular which leads to the Pine Orchard through Kau-

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terskill Clove. The scenery along this clove is truly alpine and unsurpassed by any of the same character within the United States. Fishing affords excellent sport, particularly for trout, which are taken in great quantities a few miles back in the country. There is a good hotel, and carriages and horses for the convenience of sojourners; and the climate being healthy, there are few places equally accessible to the citizens of New-York which offer greater inducements for a temporary residence during the summer months.

BRISTOL (W. S.), Two sloops sail from this village to New-York.

*Trumpore's Landing* (W. S.). There are four or five houses at this place: it is the next above Bristol.

OAK HILL (E. S.). The large store-house and dock at this place belong to Harman Livingston, Esq. His splendid mansion is situated on the hill just south of the landing.

*Ramshorn Creek* is seen winding through the marsh about a quarter of a mile south of the Catskill dock.

\*CATSKILL (W. S.) contains a population of about 2500 souls. This is the landing-place for those who visit the *Catskill Mountain House*. A stage leaves Catskill for Ithaca every morning at 7 o'clock, to meet the steamboat on Cayuga Lake, which runs to Cayuga bridge, where stages are in readiness to convey passengers immediately to Rochester. Passengers for Ithaca generally land at this place or Newburgh.

*Catskill Creek* empties into the Hudson at the south side of the dock. It is a very considerable stream, and forms a harbour for the sloops that sail from this place.

Stages are always at the dock on the arrival of the 7 o'clock boats from New-York, ready to take parties to the Mountain. The distance by the road is 12 miles, although in a direct line it is only 8. The time taken in performing the journey is about four hours in going and a little over two hours in returning. The road is very fine and level for 9 miles, when the ascent from the foot of the mountain commences by a winding road, which leads to the west end of the *Pine Orchard*; for the following description of which, we are indebted to Mr. N. G. Elliot, of Catskill.

PINE ORCHARD.—Few places of fashionable resort present stronger attractions to the tourist than the Pine Orchard. A few years ago this delightful retreat was almost unknown, and rarely visited, but by the hardy hunter in pursuit of the deer, the bear, and the wolf, who had hitherto maintained undisturbed possession of its cliffs and caverns. At length the tale of the extent and beauty of the prospect and the grandeur of the scenery drew the attention of individuals of taste; and the glowing descriptions they gave of its surpassing magnificence effectually roused and fixed the attention of the public. Each successive season the number of visitors has increased, till the temporary buildings at first erected for their accommodation have given place to a splendid hotel, 140 feet in length and four stories high. This establishment has been erected by the Mountain Association, at an expense of about \$22,000. It occupies the eastern verge of a table of rock some six acres in extent, and about 3000 feet above the river. An excellent line of stages is established to this place from Catskill, a distance of 12 miles. The ride to the foot of the mountain is not particu-

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larly interesting, but as you ascend every moment develops something magnificent and new. The sides of the mountain, steep and seemingly inaccessible, tower far above you, clothed in the rich deep foliage peculiar to such regions; while below your path a clear stream runs, one moment bubbling over its rocky bed, and the next leaping down its cascades to the valley. The road is extremely circuitous, and so completely hemmed in by the luxuriant growth of forest trees, that the traveller is for a long time unable to judge of his progress in the ascent by any view of the country he has left. At an abrupt angle of the road, however, he obtains at once a full view of the Mountain House—perched like the eyrie of an eagle among the clouds—or rather like the enchanted castle in a fairy tale; seemingly inaccessible to mortal foot, still it reminds him of such terrestrial comforts as are sure to be acceptable after exercise in the pure air of the mountains. Another turn and it again disappears, and the excited traveller next finds himself on the level rock of the Pine Orchard, and approaching the hotel from the rear. A moment more and he is on the edge of the precipice in front of the noble building. At first glance he would be led to believe, with Leather Stocking, that creation was all before him, and he is forced to admit that his wildest anticipations are more than realized. The view from Table Rock has been compared, by those who have seen both, to that from the summit of Vesuvius over the Bay of Naples and the adjacent coasts. In features they are unlike; but in character the same. From this lofty eminence all inequalities of surface are overlooked. A seemingly endless succession of woods and waters, farms and villages, towns and cities, are spread out as upon a



boundless map. Far beyond rise the Taghkanick Mountains, and still further the highlands of Connecticut and Massachusetts. A little to the left, and at a still greater distance, the Green Mountains of Vermont stretch away to the north, and their blue summits and the blue sky mingle and melt together. The beautiful Hudson, studded with islands, appears narrowed in distance, with steamboats almost constantly in sight; while vessels of every description, spreading their white canvass to the breeze, are moving rapidly over its surface, or idly loitering in the calm. These may be traced to the distance of nearly 70 miles with the naked eye; and again at times all below is enveloped in dark cloud and rolling mist, which, driven about by the wind, is continually assuming new, wild, and fantastic forms. The whole produces an effect on the beholder unequalled by that of any other scene in this country. The gazer turns from the sight, compelled to acknowledge that all is beautiful and all is new. Visitors, who have here assembled from various motives, all depart satisfied and delighted. The student, pale and exhausted with study and confinement, has for a while forsaken his books, and found new vigour in the "medicinal freshness" of the mountain air. The idler and the invalid have been well rewarded for their toils; the one by the accession of health and strength, the brightened eye and quickened pulse, and the other by obtaining excitement, exercise, and pleasure, in exchange for the irksome monotony of the world below. All are for a while freed from the idle ceremonials of life, and permitted to hold unrestrained converse with Nature and her works.

From the Pine Orchard a ride or walk of  $1\frac{1}{2}$  miles brings you to the

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**CAUTERSKILL FALLS.**—Here the outlet of two considerable lakes leaps down a perpendicular fall of 180 feet; then glides away through a channel it has worn in the rock to a second fall of 80 feet. Below this it is lost in the dark ravine through which it finds its way to the valley of the Catskill. The waterfall, bold as it is, forms however but one of the many interesting features of this scene. Standing on the edge of the first fall, you look down into a dreary chasm whose steep sides, covered with the dark ivy and the thick foliage of summer, seem like a green bed prepared for the reception of the waters. Making a circuit from this spot, and descending about midway of the first fall, you enter a footpath which conducts into an immense natural amphitheatre behind the waterfall. The effect of this scene is imposing beyond description. Far over your head projects a smooth surface of rock, forming a magnificent ceiling to this amphitheatre. In front is the ever-falling water, and beyond, the wild mountain-dell with the clear blue sky above it: the scene can only be appreciated on the spot. The tourist should bear in mind that the falls must be seen from below to produce the best effect, and that the view from the Pine Orchard is much finer from 3 o'clock P.M. till sunset, than in the middle of the day.

Coaches leave the Mountain every morning at 7 o'clock, and arrive in time to take the boat that leaves Albany at 7 o'clock for New-York. They also leave in the afternoon, and arrive in time for the day boat for Albany, and the night boat for New-York.

\*HUDSON (E. S.), was first founded in 1784, by 30 individuals, emigrants from Providence, R. I., and is now quite a large and important city; the only one

between New-York and Albany. Its population is about 6000. It is situated on an elevated plain, and the bank rises from the river in the form of an abrupt bluff, from 50 to 60 feet in height. Hudson has great advantages of water-power in the vicinity, and ranks as the third in manufacturing importance in the state. A company of gentlemen of this place have recently engaged in the whale-fishery. They have three ships employed, and are likely to make it profitable. This is the landing-place for those who wish to visit NEW-LEBANON SPRINGS at the *Shaker Settlement*, on the road from Albany to Boston, about 25 miles from Albany and 30 from Hudson. It is a delightful village, containing many attractions for travellers, among which is a mineral spring, which, together with the pleasantness of the country, renders it the resort of invalids, and those who seek for health in the fresh air of the country. There are here several bathing-houses, well conducted, for which the water is well adapted, being less medicinal than that of the Saratoga Springs, but clear and soft. In the vicinity of the spring is the Shaker village, consisting of a considerable number of plain wooden houses, painted and adorned in the most unostentatious manner. The peculiar religious services of this people excite the curiosity of strangers, and access to them is easily obtained. The settlement consists of about 600 persons, which "little community, slowly increasing in numbers, pretty rapidly in wealth and power, is a sort of miniature of a world, all of one sort, beyond which it is deemed fatal to extend a look or a mental vision!"

Stages leave Boutwell's hotel for the Springs, daily, at half-past 7 in the morning, and in the afternoon, on the arrival of the morning boats from New-

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York. The *Claverack Falls* are 9 miles from Hudson. No stages run regularly to the Falls, but they can be procured at any time at Bryan's hotel. The water falls 150 feet without interruption, except by a small point of rock which juts out from the main crag.

ATHENS (W. S.), opposite Hudson, is a large village, located on plains gently sloping towards the river. A large number of sloops sail from this place. Numerous mansions of private gentlemen adorn this pleasant village. A canal has been cut through a low marshy island in the river, between this place and Hudson, through which a horse ferry boat plies regularly every hour.

COLUMBIAVILLE (E. S.), 4 miles above Hudson, is in sight from the river, about a quarter of a mile from its bank. It is situated on *Kinderhook Creek*, which empties into the river. There are two cotton-factories at the village, owned by Messrs. Wild and Jenkins. The scenery in the vicinity is of a wild and romantic character.

*Four Mile Point* (W. S.), is a high rocky point of land opposite Columbiaville.

\*COXSACKIE LANDING (W. S.). This is quite an enterprising place; a number of sloops sail for New-York, daily, with the produce of the interior. The village is one mile in rear of the *Landing*, and has about the same number of buildings. There is a handsome brick church at the landing, an extensive *hay-press*, and a *ship-yard* in which many sloops and canal boats are built, and two or three steam-boats have been constructed. Small ships occasionally haul up here to repair.

\*STUYVESANT LANDING (E. S.), contains about 50 houses, a few stores, a post-office, church, &c.

Nearly opposite is a light-house, erected in 1829, under the direction of Samuel Swartwout, collector of the port of New-York. Two miles above, on the east side, is another, which was erected at the same time.

KINDERHOOK is situated 5 miles inland.

NEW-BALTIMORE (W. S.). There is a yellow store-house on the dock, from which a sloop sails once a week.

\*COEYMANS (W. S.). Red store-house on one wharf, white on the other. There is a stone building just south of this landing, on which an antiquary might gaze with interest. A flouring-mill will be seen a little north of the village.

CASTLETON (E. S.), 8 miles from Albany—brick store on one dock, white *hay-press* on the other.

Mr. J. B. Staats's place (E. S.), 5 miles from Albany, is called *Hoge-bergh*, which, in English, signifies high hill.

*Van Wie's Point* (W. S.), 5 miles from Albany.

*The Overslaugh*, 3 miles below Albany, is a place where the channel is very shoal and narrow, and occasionally the steam-boats are obliged to "lay-to" for an hour or two, until the tide rises. An immense sum has been expended for the improvement of the channel; but it soon fills up again. Albany is in sight from this place.

GREENBUSH is nearly opposite Albany. A steam ferry-boat plies between the two places.

The city of ALBANY is the capital of New-York, the "empire state," and contains a population of about 30,000 souls. About the year 1612, some emigrants from Holland settled here; and it is believed to be the oldest settlement in the United States, with the exception of Jamestown in Virginia,

of which place, however, nothing save a few ruins now remains.

After Hudson's discovery of the river bearing his name, he returned to Holland, and the States' General granted a patent to sundry merchants for an exclusive trade on the river, who in 1614 erected a small fort on an island a short distance below the present city, which however was shortly after abandoned in consequence of the floods; and in 1617 Fort Orange was erected. This stood at about the spot now occupied by the Fort Orange Hotel, in South-Market-street.

On the 24th September 1664 the garrison at the fort surrendered to an English force under Col. Carteret, who named the place Albany, in compliment to the Duke of York and Albany, the then proprietor of the province under a charter from Charles II., to whom the Dutch had surrendered.

In 1686 the city was incorporated under a charter granted by Governor Dongan. In this charter it is called "an ancient city." Previously to the revolutionary war the city was surrounded by a stockade; the houses were in the Dutch style of architecture, with the gable end to the street, and the city bore a very rural aspect. Almost every house had a large tree at the door, many of which we are told "were of prodigious size and extraordinary beauty." Until within a few years many of these old buildings were standing; but recently the progress of modern improvement has destroyed nearly the whole of them; a few however still remain, the solitary monuments of "olden time."

During the revolutionary war, Albany was a post of great importance, being the point of communication with all the western and northern fortresses, and

for the concentration of the American troops for all the military expeditions against the Canadas.

In 1754 a Congress was convened here, consisting of commissioners from seven of the provinces, who enrolled among their number some of the most celebrated names in our colonial history. The congress formed a plan of union for the colonies, and advanced such doctrines and views as to their rights, as we are fully justified in believing, left a permanent impression in the minds of the colonists. Albany has now been the seat of government of the State of New-York nearly forty years, and has lately progressed rapidly in extent and population, it having doubled within the last ten years. Its commerce and trade are very extensive. Being situated near the head of tide-water of the Hudson, and communicating directly with the canals, its facilities for transportation to all parts of the country are very great, and constantly increasing. From the favourable position of the city, and the almost boundless wealth of the interior, it is but reasonable to suppose that Albany will continue to grow and flourish, and long remain what it already is, one of the first cities in our confederacy.

The great *Erie Canal* terminates near the north line of the city, at the head of a spacious basin. There are in the city several fine and costly public buildings, as well as many private ones.

The *Capitol*, at the head of State-street, is a fine stone edifice, 115 feet front, and has a portico supported by four Ionic marble columns 33 feet in height. It is occupied for the sittings of the Legislature and the state courts.

The *Academy*, which stands on the square north of the Capitol, is built of freestone, and considered

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the most chaste and beautiful specimen of architecture in the city. It cost about \$100,000. The *Lyceum* of the "Albany Institute" occupies a part of this building.

The *City Hall*, on the east side of the square, fronting the Capitol and Academy, is constructed of Singing marble, and surmounted by a beautifully gilded dome—the only one it is believed in America.—It forms a prominent object in approaching the city, and when the sun shines upon it, can be seen twelve or fifteen miles distant. This building is used principally for city and county offices, and the several courts. Albany contains about 20 churches, several of which are very fine. It has also two Female Academies, a Theatre, Museum; a very good City Library, and one of the best reading-rooms in the United States, under the direction of the "Young Men's Association," to which strangers can be admitted without difficulty. Lectures are given by members of the society twice each week.

*Stanwix Hall*, recently erected, is one of the most substantial and permanent buildings in our country. It is constructed of Quincy granite from the vicinity of Boston. The saloon of this building is at least equal to any similar one in the State. It is surmounted by a large dome which adds greatly to the effect.

*State House*, in State-street, is a building of antique appearance; but not otherwise remarkable. It is occupied by the secretary of state, chancellor, register, adjutant-general, &c.

The *Canal Bank*, and *Mechanics' & Farmers' Bank* stand in juxtaposition at the foot of State-street. The *New-York State Bank* stands in the centre of State-street. The *Commercial Bank*, and *Bank of*



*Albany* are at the foot of State-street, on the south side.

The MUSEUM BUILDING, at the corner of State and Market streets, is built in nearly a semi-elliptical form, four stories high Besides the basement, and is without doubt one of the most splendid buildings in the State, both as it regards architecture and the material of which it is constructed. The three upper stories are occupied by the *Museum*, containing a very large collection of curiosities of various descriptions, all of which are preserved and arranged in the most scientific manner. This concern is well worthy the attention of all who visit the city. The terrace affords a very extended view of the surrounding country.

The LAW BUILDINGS, at the corner of Beaver and South Market streets, constitute one of the ornaments of the city. The *South Dutch Church*, enclosed in well-arranged grounds, extending from Beaver to Hudson-street, exhibits at each end a lofty portico supported by six large columns of freestone.

The ALBANY THEATRE is a handsome brick building, scantily supplied with architectural ornaments in front. The interior is commodious and elegant.

The *Mohawk and Hudson Rail-road*, between Albany and Schenectady, was commenced July 29, 1830. It is now completed. The main road terminates at the south end of the city, and for the convenience of the travelling public a branch has been constructed leading to the head of State-street. Locomotive engines and horse-power are alternately made use of for propelling the cars.

There are now no packet-boats on the canal between Albany and Schenectady. Two boats of this

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description were employed on this route in 1827; but did not succeed, in consequence of the detention at the locks—no less than 27 in number. The distance is  $28\frac{1}{2}$  miles. By the Rail road it is only 16 miles, which is accomplished in between one and two hours, while on the canal the passage occupies from twelve to fourteen hours. Persons wishing to take the packet-boats (which leave Schenectady for the West at 2 and 7 P. M.), take coaches at Albany on the arrival of the 5 o'clock boats from New-York, and arrive at Schenectady for the 2 o'clock packet, or at 3 o'clock, P. M., and arrive for the 7 o'clock packet.

For Troy, 6 miles north of Albany, stages leave every hour; and there are small steamboats which leave on the arrival of every boat from New-York, and at intermediate hours.

STAGES leave daily for *Ballston* and *Saratoga Springs*, at 6 and 9 o'clock, A. M., at 12 M., and 2, 3, and 5 o'clock P. M.

For *Utica*, *Rochester*, and *Buffalo*, daily, at 11 A. M., and 3 and 11 o'clock P. M.

For *Whitehall*, daily, at 9 o'clock, A. M., to meet the steamboat on *Lake Champlain*, which runs to St. Johns, where passengers take stages for Montreal, distant about 30 miles.

For BOSTON (through in two days), via. *Lebanon Springs*, *Pittsfield*, *Northampton*, and *Worcester*, daily, except on Sunday, at 2 o'clock, A. M.

For PROVIDENCE (through in two days), via. *Westfield*, *Munson*, and *Stockbridge*, daily, except on Sunday, at 2 o'clock, A. M.

For HARTFORD (through in one day), via. *Sheffield* and *Norfolk*, daily, except on Sunday, at 1 o'clock, A. M.

For NEW-HAVEN (through in a day and a half),  
via. *Litchfield*, daily, except on Sunday, at 1 o'clock,  
P. M.

For LEBANON SPRINGS, via. *Nassau Village*, every  
morning at 9 o'clock.

For MONTREAL (during the winter), every morning  
at 2 o'clock,—through in three days.

For CHERRY VALLEY, Monday, Wednesday, and  
Friday, at 2 o'clock, A. M.

THORPS' & SPRAGUE'S Stage-Office, corner of State  
and North Market streets.

BAKER & WALBRIDGE'S Office, corner of Hamilton  
and South Market streets.

RAIL-ROAD Office, 115 State-street.

STEAMBOAT Office, on the pier foot of State-street.

NEW-YORK and OSWEGO Line.—Passengers, bag-  
gage, and goods forwarded by this line to Oswego,  
and all the ports on Lake Ontario. Also, to any  
place in the province of Upper Canada, and, via the  
Welland Canal, to Ohio, Michigan, and Illinois.

Proprietors, { R. J. Vandewater, 30 Front-st., N. Y.  
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## WESTERN ROUTE FROM ALBANY.

THE traveller may take the *Mohawk and Hudson Rail-road* from 115 State-street, and be whirled across "by steam," or take the stage, which calls at any place in the city; when, after riding 15 miles over a sandy road, and through a barren country, with nothing to attract or interest the eye, he finds himself in the ancient city of

**SCHENECTADY.** According to tradition, this place seems to have been, long before the knowledge of it by Europeans, the head-quarters of the Mohawks, a very numerous and powerful tribe, who could at one time muster 800 warriors. The city, consisting of 63 houses and a church, was totally burnt in the dead of night, 1690, by a party of French and Indians from Canada. Many of the inhabitants were massacred, some taken captive, and part fled to Albany, of whom a number lost their limbs, and all had well-nigh perished by the cold. Its present population is about 5000. This was a place of some considerable business, principally forwarding, a few years since, when goods were carried across the turnpike to the *batteaux* on the Mohawk river; but since the canal has been in operation, the business of Schenectady has been nearly annihilated, as it passes immediately on to Albany.

The *Schenectady and Saratoga Rail-road* here commences, from the construction of which, the villages of Ballston Spa, and Saratoga Springs derive almost incalculable advantages. The cost of the road,

which is  $21\frac{1}{2}$  miles in length, carriages, &c., was about \$270,000.

UNION COLLEGE was incorporated 1797, and is now in quite a prosperous condition. It occupies a very eligible situation, a short distance north-east of the city. Dr. Eliphalet Nott (inventor of the famed coal-stove), who is a great mechanical genius as well as a divine, is the president of the institution.

The traveller now resumes his tour upon the great Western canal, the most stupendous chain of artificial navigation in this or any other country. In passing for hundreds of miles through rich and fertile tracts, and over obstacles which presented almost impassable barriers to the great work of internal improvement, so boldly planned and perseveringly completed by the foresight, wisdom, and indefatigable exertions of Clinton and his compeers, the reflection will inevitably suggest itself, that the State of New-York has ample reason to indulge a feeling of pride in contemplating the beneficent results of the triumphant labours of those who planned and completed this monument to her public spirit and enterprize.

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## CANAL ROUTE.

THE several places and distances, as they occur on the canal route from Albany to Buffalo, are as follows:

|                           | place to place. | DISTANCE FROM |        |            |          |
|---------------------------|-----------------|---------------|--------|------------|----------|
|                           |                 | Albany.       | Utica. | Rochester. | Buffalo. |
| Albany . . . . .          | 0               | 0             | 110    | 270        | 363      |
| Troy . . . . .            | 7               | 7             | 103    | 263        | 356      |
| Junction . . . . .        | 2               | 9             | 101    | 261        | 334      |
| Schenectady . . . . .     | 21              | 30            | 80     | 240        | 333      |
| Amsterdam . . . . .       | 16              | 46            | 64     | 224        | 317      |
| Schoharie Creek . . . . . | 7               | 53            | 57     | 217        | 310      |
| Caughnawaga . . . . .     | 4               | 57            | 53     | 213        | 306      |
| Spraker's Basin . . . . . | 9               | 66            | 44     | 204        | 297      |
| Canajoharie . . . . .     | 3               | 69            | 41     | 201        | 294      |
| Bowman's Creek . . . . .  | 3               | 72            | 38     | 198        | 291      |
| Little Falls . . . . .    | 16              | 88            | 22     | 182        | 275      |
| Herkimer . . . . .        | 7               | 95            | 15     | 175        | 268      |
| Frankfort . . . . .       | 5               | 100           | 10     | 170        | 263      |
| Utica . . . . .           | 10              | 110           | 0      | 160        | 253      |
| Whitesborough . . . . .   | 4               | 114           | 4      | 156        | 249      |
| Oriskany . . . . .        | 3               | 117           | 7      | 153        | 246      |
| Rome . . . . .            | 8               | 125           | 15     | 145        | 238      |
| Smith's . . . . .         | 7               | 132           | 22     | 138        | 231      |
| Loomis's . . . . .        | 6               | 138           | 28     | 132        | 225      |
| Oneida Creek . . . . .    | 3               | 141           | 31     | 129        | 222      |
| Canistota . . . . .       | 5               | 146           | 36     | 124        | 217      |
| New-Boston . . . . .      | 4               | 150           | 40     | 120        | 213      |
| Chitteningo . . . . .     | 4               | 154           | 44     | 116        | 209      |
| Manlius . . . . .         | 8               | 162           | 52     | 108        | 201      |

|                                | place to place. | DISTANCE FROM |        |            |          |
|--------------------------------|-----------------|---------------|--------|------------|----------|
|                                |                 | Albany.       | Utica. | Rochester. | Buffalo. |
| Orville . . . . .              | 3               | 165           | 55     | 105        | 198      |
| Syracuse . . . . .             | 6               | 171           | 61     | 99         | 192      |
| Geddes . . . . .               | 2               | 173           | 63     | 97         | 190      |
| Nine-Mile Creek . . . . .      | 6               | 179           | 69     | 91         | 184      |
| Canton . . . . .               | 6               | 185           | 75     | 85         | 178      |
| Jordan . . . . .               | 6               | 191           | 81     | 79         | 172      |
| Weed's Basin . . . . .         | 6               | 197           | 87     | 73         | 166      |
| Port Byron . . . . .           | 3               | 200           | 90     | 70         | 163      |
| Montezuma (Lakeport) . . . . . | 6               | 206           | 96     | 64         | 157      |
| Clyde . . . . .                | 11              | 217           | 107    | 53         | 146      |
| Lyons . . . . .                | 9               | 226           | 116    | 44         | 157      |
| Newark . . . . .               | 7               | 233           | 123    | 37         | 130      |
| Palmyra . . . . .              | 8               | 241           | 131    | 29         | 122      |
| Fullom's Basin . . . . .       | 13              | 254           | 144    | 16         | 109      |
| Pittsford . . . . .            | 6               | 260           | 150    | 10         | 103      |
| Rochester . . . . .            | 10              | 270           | 160    | 0          | 93       |
| Ogden . . . . .                | 12              | 282           | 172    | 12         | 81       |
| Adams's Basin . . . . .        | 3               | 285           | 175    | 15         | 78       |
| Brackport . . . . .            | 5               | 290           | 180    | 20         | 73       |
| Holley . . . . .               | 5               | 295           | 185    | 25         | 68       |
| Newport . . . . .              | 10              | 305           | 195    | 35         | 58       |
| Portville . . . . .            | 4               | 309           | 199    | 39         | 54       |
| Oak Orchard . . . . .          | 5               | 314           | 204    | 44         | 49       |
| Middleport . . . . .           | 7               | 321           | 211    | 53         | 42       |
| Lockport . . . . .             | 12              | 333           | 223    | 63         | 30       |
| Pendleton . . . . .            | 7               | 340           | 230    | 70         | 23       |
| Tonawanda . . . . .            | 12              | 352           | 242    | 82         | 11       |
| Black Rock . . . . .           | 8               | 360           | 250    | 90         | 3        |
| Buffalo . . . . .              | 3               | 363           | 253    | 93         | 0        |

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## TABLE OF ROADS,

## FROM ALBANY TO BUFFALO.

|    |     |                                   | Inter-<br>mediate. | Total<br>Distance |
|----|-----|-----------------------------------|--------------------|-------------------|
| 05 | 198 | Schenectady . . . . .             | 15                 | 15                |
| 99 | 192 | Amsterdam . . . . .               | 15                 | 30                |
| 97 | 190 | Caughnawaga . . . . .             | 10                 | 40                |
| 91 | 184 | Palatine Bridge . . . . .         | 12                 | 52                |
| 85 | 178 | Little Falls . . . . .            | 21                 | 73                |
| 79 | 172 | Herkimer . . . . .                | 7                  | 80                |
| 73 | 166 | Utica . . . . .                   | 16                 | 96                |
| 70 | 163 | Vernon . . . . .                  | 15                 | 111               |
| 64 | 157 | Manlius . . . . .                 | 25                 | 136               |
| 53 | 146 | Onondaga . . . . .                | 10                 | 146               |
| 44 | 157 | Auburn . . . . .                  | 24                 | 170               |
| 37 | 130 | Cayuga Bridge . . . . .           | 9                  | 179               |
| 29 | 122 | Geneva . . . . .                  | 13                 | 192               |
| 16 | 109 | Canandaigua . . . . .             | 16                 | 208               |
| 10 | 103 | Batavia . . . . .                 | 48                 | 256               |
| 0  | 93  | Buffalo . . . . .                 | 40                 | 296               |
| 12 | 81  | From Buffalo to Niagara Falls . . | 21                 | 317               |
| 15 | 78  | “ “ “ Lewiston . . . .            | 28                 | 324               |
| 20 | 73  |                                   |                    |                   |
| 25 | 68  |                                   |                    |                   |
| 35 | 58  |                                   |                    |                   |
| 39 | 54  |                                   |                    |                   |
| 44 | 49  |                                   |                    |                   |
| 53 | 42  |                                   |                    |                   |
| 63 | 30  |                                   |                    |                   |
| 70 | 23  |                                   |                    |                   |
| 82 | 11  |                                   |                    |                   |
| 90 | 3   |                                   |                    |                   |
| 93 | 0   |                                   |                    |                   |

*From Canandaigua to*

|                                     |     |     |
|-------------------------------------|-----|-----|
| Rochester . . . . .                 | 28  | 28  |
| Clarkson . . . . .                  | 18  | 46  |
| Lewiston . . . . .                  | 60  | 106 |
| Niagara Falls . . . . .             | 7   | 113 |
| From Utica to Sackett's Harbour . . | 98  |     |
| “ “ “ Ogdensburgh . . . .           | 120 |     |

*The Canal Packet-boat*, by which the traveller to the west continues his journey from Schenectady, is about 80 feet in length and 14 wide. A cabin in the forward part of the boat is fitted for ladies, with twelve berths, in a similar style to those of the steamboats on the Hudson. The dining-cabin is about 35 feet in length. The gentlemen's berths are not stationary, but are hung up in the dining-cabin at bed-time, by means of hooks fitted for the purpose. Back of the dining-cabin is the kitchen and sleeping-cabin for the hands.

After leaving Schenectady, the boat passes through the town of Rotterdam, a most delightful tract of country, to the first lock, which will prove an interesting sight to those unacquainted with the science of canal navigation. The lower gates are opened, the boat runs in, the gates are closed, and the upper flood-gates opened. As an equilibrium takes place between the high water above the lock and that in the lock, the boat rises gradually about 8 feet, to the level of the water above. The acclivity being thus surmounted, the upper gates are opened, and the boat moves on uninterrupted. The distance from Schenectady to Utica is 80 miles, and the passage is performed in from 18 to 20 hours. The boats are drawn by three horses ahead of each other. The horses are changed about every 10 miles. After proceeding 15 miles, the tourist has a view of the village of

AMSTERDAM, on the opposite side of the Mohawk River, which contains about 100 houses, and is destined to become a place of some importance from the manufacturing facilities afforded it by falls in a creek near it. A very fine bridge crosses the river at this place.

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A few miles farther is seen the stone house formerly the residence of Guy Johnson.

**SCHOHARIE CREEK.** The canal crosses this creek by means of a guard-lock on each side, the gates of which are closed when the water is higher in the creek than the level of the canal, in order to prevent it from rushing into the canal and tearing away the embankments. The ruins of *Fort Hunter* are to be seen near the mouth of the creek. The *Indian Church*, called Queen Anne's Chapel, formerly stood on the spot where the eastern guard-lock now is.

**FULTONVILLE**, 27 miles from Schenectady. A stage leaves here for Saratoga Springs, daily, except on Sunday. Caughnawaga is directly across the river.

*Anthony's Nose*, on the south side of the canal, is one of the most prominent mountains on the whole line.

**CANAJOHARIE** (which signifies in the Indian tongue Boiling Pot), 38 miles from Schenectady. The canal runs through the northern section of this village, and a bridge crosses the river to *Palatine*. This will be the terminating point of the projected *Catskill and Canajoharie Rail-road*.

**FORT PLAIN village** is 3 miles above Canajoharie. A large creek empties into the Mohawk at this place. The canal crosses the creek by means of guard-locks.

**LITTLE FALLS**, 22 miles from Utica. These are rapids rather than falls. On each side the mountains are very high, leaving but a narrow space for the river, canal, and road to pass through. For about 2 miles the canal is formed by throwing up a wall into the river from 20 to 30 feet high, then excavating into the mountain and filling it up. This was one of the most difficult and expensive parts of the canal, as it was necessary to blast the rock with

gunpowder, to form the bed of the canal, for nearly the whole distance. A beautiful *marble aqueduct* crosses the river at this place, and leads into a basin opposite, where boats discharge and receive lading. The aqueduct has an elliptical arch of 70 feet, embracing the whole stream, except in time of freshets, and one on each side of 50 feet span. It is elevated about 25 feet above the surface of the river, "a foaming torrent, dashing over the bare rocks in a fearful and sublime style." There is a bridge just above, from which you have a fine view of the aqueduct, and the slab on which is engraved the names of the canal commissioners, the builders, &c. There are a number of fine buildings in the village on the opposite side of the river, principally of stone. Passengers disposed to pedestrianism generally leave the boat at the second lock, and walk until they reach the last. They are six in number, by which the boat is so much detained that a person may walk quite leisurely through the most wild and romantic scenery that can easily be imagined. A stage runs from this place to Trenton Falls every Monday, Wednesday, and Friday, at half-past 8, A. M., distance 24 miles. After leaving Little Falls, you pass through a most delightful plain called *German Flats*, for 7 miles, when the village of

HERKIMER is seen on the opposite side of the river. There is an island in the river at this place, from which a bridge leads to either shore. Proceeding 5 miles farther, the canal passes through the village of

FRANKFORT. Thence the traveller pursues his journey 10 miles, and finds himself in the beautiful and flourishing city of Utica.

UTICA is located on the site of old *Fort Schuyler*

on the south bank of the Mohawk River, 96 miles west of Albany. It received a city charter in 1832. A charter was granted to this village in 1798, since which time its population has increased very rapidly. In 1813 it contained 1700 inhabitants; by the census of July, 1830, it contained 8324 souls,—4338 males, and 3986 females; and the present population is estimated at about 10,000. Among the public institutions are the following: the Oneida Institute of Science and Industry, which has a large farm attached to the Institution, on which the student labours from three to four hours each day, the Classical Academy, a Library, the Lyceum, Museum, two banks, and nine churches. Very pleasant excursions are frequently made from this place to Whitesborough, York Mills, Clinton Village (containing Hamilton College), Rome, and to the wild, picturesque, and romantic Trenton Falls. Stages leave Utica every morning at 5 o'clock for *Auburn*, *Rochester*, *Oswego*, and *Buffalo*; they also leave in all directions on the arrival of the packet-boats from the east and west: stages leave for *Trenton Falls* four times a day, during the summer months; packets leave for Schenectady every morning.

TRENTON FALLS, 13 miles from Utica, constitute an object of curiosity and admiration to which the traveller is irresistibly attracted. It does not comport with the design of this work to enter into a detailed description of these falls; merely to call attention to them fulfils our design. They are on the *West Canada Creek*, a large stream which empties into the Mohawk, and are about 24 miles above its mouth. They consist of several *chutes*, commencing near the Black River Road, and terminating at Conrad's Mills, a distance of more than 2 miles. The

*Upper Fall* is 18 or 20 feet, but the previous descent of the water in the two miles above is supposed to be 60 feet. The water at this first fall is received into a large basin, and winds its way downward through a precipitous ravine 100 feet in depth, and on the summits of its banks 200 feet across. This ravine presents some of the most romantic peculiarities. In many places the topmost crags overhang the stream, and some hardy trees, rooted in the crevices of the rock, throw their branches athwart the abyss. There are six distinct falls. The one we have already noticed, which is above the bridge on the Black River road. The next consists of two pitches, and is known as "*The Cascades*," where the water is compressed into a very narrow space, and falls 18 feet. At the *Mill-dam Falls*, next in succession, the descent is 14 feet. A short distance below is the *High Falls*, consisting of three pitches, the first of which is 48 feet, the second 11 feet, and the third 37 feet; the three, including the intervening slopes and pitches, constituting a descent of 109 feet. The fifth is called *Sherman's Falls*, about 70 rods below the High Falls, and the descent is about 35 feet. The last fall is at *Conrad's Mills*, and is 6 feet. The whole descent from the top of the upper fall to the foot of that at Conrad's Mills is 387 feet. When the water is high, many of the distinct pitches are lost in the rushing cataract; and it is only when the stream is low that each fall can be separately seen. A stairway is formed at the bottom of the ravine, by means of which a view is obtained of Sherman's Falls, and whence the visiter passes up within the ravine, under over-arching rocks, to the foot of the high fall. The whole forms a stupendous scene; and those feelings of awe which the

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wilder works of nature impress upon the mind are powerfully excited. Organic remains have hitherto been found in abundance in the ravine, and Mr. Sherman (at whose house accommodations are afforded to visitors) has a cabinet of these remains, which are exhibited to the curious.

The following are the principal hotels in Utica: the Canal Coffee-House, kept by Mr. Shepard, late of the United States Hotel, is at the packet-boat landing; the National Hotel, three doors north of the canal; Mr. Bagg's Hotel, corner of Main and Genesee streets; United States Hotel; Oneida Temperance House, and Clinton House—are all very fine establishments.

The PACKET-BOATS leave Utica every day at 2 o'clock, P. M., for Rochester and Buffalo. The following is an extract from the advertisement of the proprietors. "This line is intersected by a line of packets running between *Syracuse* and *Oswego*. Passengers travelling between Utica and Oswego will meet with no delay in passing from one line to the other at Syracuse, and will find this route both interesting and expeditious. A boat for passengers will ply between *Geneva* and *Montezuma*, where this line is also intersected by the steamboat on *Seneca Lake*." The boat passes through the following villages on the passage to Rochester: *Whitesborough*, *Rome*, *New-London*, *Canistota*, *New-Boston*, *Chittenango*, *Manlius*, *Syracuse*, *Canton*, *Jordan*, *Montezuma*, *Clyde*, *Lyons*, *Newark*, *Palmyra*, and arrives at Rochester in time for the morning boat for Buffalo. There is nothing of much interest on the canal for the first sixty miles west of Utica. It is a perfectly level and marshy country, without a lock in the whole distance; therefore the general course is to take the

stage in the morning and arrive at Syracuse in the evening, lodge at Mr. Gibson's "Syracuse House" (which is a very extensive well-furnished hotel, and kept in the first style), and be ready to take the packet, as it passes, about 5 o'clock in the morning.

SYRACUSE is the most important place between Utica and Rochester, and contains about 600 buildings; among which are 4 churches, 2 very extensive hotels, one on each side of the canal, which is lined with lofty warehouses, giving it the appearance of New-York in miniature.\* The importance of this flourishing village is principally owing to the immense quantity of salt produced in the vicinity. Great quantities are manufactured from the vast number of springs by which the whole body of the soil is impregnated. The salt is manufactured by solar evaporation. The water is brought in logs from the village of *Salina*, about one mile and a half distant, and emptied into the vats, which occupy nearly 300 acres. The vats are all covered with light roofs, which are moveable at pleasure, to admit the rays of the sun upon the water, or to prevent the rain from mingling with it. The salt is removed from the vats twice or three times in the course of the summer.

Parties visiting *Niagara* frequently take the canal from this place to Oswego, 38 miles northward: proceed by steamboat on Lake Ontario to Lewiston, whence a stage ride of seven miles takes them to the *Falls*.

There is a line of fine packet-boats on this route. The scenery is very interesting; and during the last season it received a great portion of the fashionable northern and western travel.

The *Oswego Canal* extends from Onondaga Lake

\* There was a great fire here in the spring of 1834. Damage \$100,000.

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to Lake Ontario at Oswego. It includes 20 miles of the Oswego River. The whole distance is 38 miles.

SALINA is a mile and a half north of Syracuse. The first salt-spring was discovered at this place by the Indians, from the circumstance of its being visited by deer and other animals. The *Oswego Canal* commences at this place, the surplus water of which is used for the purpose of forcing (by a powerful hydraulian) the salt water 85 feet up the hill into a large reservoir. It is forced up at the rate of 300 gallons per minute, whence it is conveyed by logs to the factories in the neighbourhood, which amount to 175 within a circuit of seven miles. The springs and works all belong to the State, to which the manufacturers pay imposts of 63 cents per barrel of 5 bushels, which are applied, according to the constitution of the State, towards discharging the canal debt.

GEDDES is a small village, 2 miles west of Syracuse. A number of valuable salt-springs have been discovered at this place very recently. The manufacturing establishments are within a few rods of the canal. After pursuing its course 7 miles farther, the canal crosses *Nine Mile Creek*, by means of an aqueduct with two arches, under which the creek flows.

WEED'S BASIN, 15 miles from Syracuse, contains about 80 houses, and is improving.

AUBURN is 7 miles south of Weed's Basin, for which place stages leave daily.

The *State Prison* is located at Auburn, on the banks of the Owasco Creek. The machinery of the prison is propelled by the water from this creek.

MONTEZUMA is a flourishing village. There is a

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salt manufacturing establishment one mile north of it, to which a side-cut from the canal affords means of communication. Passengers intending to visit Ithaca Falls land here.

**ITHACA.** This is a beautiful village, situate at the head of Cayuga Lake. Founded by the present Surveyor-general at an early day. In 1810 it had 400 inhabitants ; it has now over 5000. It contains several churches, manufactories, an academy, and literary societies ; several newspaper and book establishments, several fine hotels, and is surrounded with the most splendid scenery. It is situated on a flat of great extent, through which the Cayuga inlet passes on the western side of the village. It has some fine mills, and immense water-powers yet un-employed.

This place has a very extensive commerce with New-York and Pennsylvania. It is said that one-tenth of the tolls paid upon the canal at Montezuma for produce going east is paid by the traders of Ithaca and its vicinity.

To tourists its great attraction consists in its scenery, and for this reason we give it so particular a notice. During the last season a great many persons visited it, and were astonished at what they saw. The following is a brief description of the Falls at and near Ithaca.

The falls of Fall River are near the village, and are seen on entering the village from the steamboat landing. Its height is 116 feet, with a proportionate breadth. Two immense piles of rocks enclose the stream ; and on the right-hand, high up the bank, a mill-race is seen winding round a point of the bank, suspended in mid-air, and now and then an adventurous visiter carefully treading his way along the

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dizzy path. This race-way was built in an extraordinary manner:—A person let himself down from a tree standing on a high point above, and swinging over the giddy steep, he there dug out places in the rock in which to fasten the principal supporters of the race. The view from this point is grand and impressive. A short distance from this, up the rocky bed of the creek, the visiter proceeds until his steps are arrested by another splendid fall; the bank presenting the most curious forms, and the most surprising strata. The fall is beautiful; it is not so high as the preceding, but it is more wild; the water pours over in large sheets, commencing, as it were, from the topmost ledge, and then spreading out widely and boldly below. The basin into which the water falls is also very picturesque.

There are two more falls beyond these, which, with the others, make the descent 438 feet in the short space of one mile.

There are some beautiful falls on the Cascadilla, though the effect of two of them has been destroyed by a high mill-dam thrown across the bed of the stream.

On the Six Mile Creek and on the Buttermilk Creek there are also a great number of beautiful and romantic falls, all worthy of particular notice, and equal to any thing in this country. These are all at the village.

On the Five Mile Creek, which is a few miles south from Ithaca, is one of the most splendid falls of water ever beheld. It is impossible to describe its majestic character.

At Goodwin's Point there is still another fall, called the Taghcanic. This point is a place where the steamboats land daily.

The ravine is ascended for about a quarter of a mile, and then the eye is amazed with a fall of water of 200 feet in perpendicular height, a breadth of 60 feet, and banks of rock 360 feet high. The stream of water varies in quantity, though it is always a full stream.

There is fine fishing and shooting during the season about Ithaca.

The lake is a lovely sheet of water 40 miles long and from 1 to 4 miles wide. Several neat villages are situated on its banks, and its surface is often white with sails. Travellers who wish to embrace the pleasures of this excursion will find the following routes decidedly the best:

From New-York, via. Newburgh, to Ithaca, 2 days.

“ “ “ Catskill, “ “ 2 “

“ “ “ Utica and Auburn, 3 “

“ “ “ Montezuma & canal, 4 “

The steamboat *De Witt Clinton*, low pressure, with elegant accommodations, and making the passage in from four to five hours, including ten landings, leaves the bridge, East Cayuga, every day, at 1 o'clock, P. M., Ithaca at 7, A. M.

The *Telemachus*, every other day, with canal-boats in tow.

These boats are owned by Messrs. De Witt & Bloodgood, of Albany. They are both on the Annesly plan, which is found in these instances to succeed admirably.

There is a superb *hotel*, called the *Clinton House*, at Ithaca.

One mile from Montezuma the canal enters the Montezuma marsh, 3 miles in extent, which is a most solitary, desolate, and dreary swamp. After leaving

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the marsh, and travelling 8 miles, the traveller passes the flourishing village of

CLYDE, which contains a glass-blowing establishment.

PALMYRA is a handsome business-looking village, in Wayne county. It is built on the southern side of the canal. There are a number of factories and mills in the vicinity situated on *Mud Creek*, which runs eastward about 40 rods from the main street. Passengers and goods destined for *Canandaigua* land at this place.

FULLOM'S BASIN, 13 miles from Palmyra. The distance by canal to Rochester is 16 miles, and by land only  $7\frac{1}{2}$ ; in consequence of which passengers frequently take stages from this place; by doing this, however, the view of the *Great Embankment* is lost. The embankment commences about 4 miles from Fullom's Basin, and extends 2 miles, at an elevation of about 70 feet, from which there is a fine prospect of the surrounding country.

PITTSFORD, containing about 100 buildings, is 2 miles farther. After proceeding 10 miles from Pittsford, the boat arrives at the large and prosperous city of

ROCHESTER, the most extensive, populous, and important place in the western country. The legislature granted a city charter in the session of 1834. It has been termed the "Western New-York." The *Genesee River* passes through the city, and the Great Falls, 97 feet in height, are about 80 rods below. From the centre of these falls the celebrated *Sam Patch*, of immortal memory, made his "last jump," in the autumn of 1829. He precipitated himself from a scaffold erected 25 feet above Table Rock, making an elevation of 135 feet. An

immense number of persons had collected from many miles distant, to witness this last and, as it proved, fatal leap. His body was not found until the ensuing spring. In 1812, Rochester was a wilderness; and in the short space of twenty-one years its growth has been unprecedented, as will be perceived by a slight glance at its present statistics. It contains 2000 buildings, and a population of 12,000. In the south part of the city the canal runs parallel with the eastern bank of the river for half a mile, and at but a short distance. At the centre of the city it crosses the river by a *splendid aqueduct*, 804 feet long, with 11 arches of from 26 to 50 feet chord, elevated 14 feet from the surface of the river. It is constructed of red freestone, and cost over \$80,000. The height of the canal at Rochester is 501 feet above the tide waters of the Hudson, and 64 feet below Lake Erie. There are two bridges across the river. The principal hotels are, the *Eagle Tavern*, *Rochester House*, *Mansion House*, *Arcade House*, and *Clinton House*. The principal public buildings are, the Court-House, jail, 12 churches, and 2 banks, viz. Bank of Rochester and Bank of Monroe. In the vicinity of the city there are eleven flouring-mills, with fifty-three run of stones, capable of grinding 12,000 bushels of wheat every 24 hours.

The *Arcade* was erected in 1829. It is 100 feet front by 135 deep, and four stories high, exclusive of the attic and basement. There are six stores in front, besides a large hall, which leads to the *Arcade*, where the Atheneum, Post-office, Arcade House, and a variety of offices are situated. An *Observatory*, in the form of a Chinese pagoda, is erected on the top, from which the visiter may obtain a magnificent view of the country

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The steamboats *United States* and *Oswego*, on Lake Ontario, ascend the Genesee River within three miles of Rochester.\* A *rail-road* leads from the city to the steamboat landing, and passengers will find this a convenient point of embarkation for York, U. C., Niagara Falls, and all the other ports on Lake Ontario and the St. Lawrence River.

*Stages* leave Rochester, daily, for Albany, via. Canandaigua, Geneva, Auburn, Onondaga, Utica, Little Falls, and Schenectady, distance 237 miles. They also leave, daily, for Buffalo, via. Lewiston and Niagara Falls, passing over the *ridge-road*, distance 104 miles; and via. Caledonia, Leroy, and Batavia for Buffalo, distance 77 miles.

*Packet-boats* leave Rochester every morning for Buffalo and Albany. After leaving Rochester in the boat for Buffalo, and passing a number of small places, the traveller arrives at the thriving village of

**BROCKPORT.** This is a pretty village; the buildings and grounds of its inhabitants displaying much taste. It chiefly owes its origin to, and derives its name from, the enterprising Hiel Brockway, Esq.

**OAK ORCHARD**, 44 miles from Rochester. It is located on the bank of a creek of the same name. The largest arch on the whole line of canal is at this place, over which the canal crosses the creek. Travellers, wishing to see this "work of man," must leave the boat a short time before reaching it, as no stop is made, and walk rapidly forward in order to gain time; and they will be taken on board at the village, when the boat passes. There is a passage

\* We would advise travellers to depend more on newspaper advertisements in relation to these boats, than the assertions of individuals, whose interest may not prompt them to be *scrupulous* in regard to giving *correct* information.

to the bottom of the arch by means of circular steps, and a path underneath, which leads to the village. 19 miles farther is the flourishing village of

**LOCKPORT.** It is situated on the *mountain ridge*; and there are here five locks for ascending and five for descending by the canal, situated a few yards below the village. These locks are constructed in the most permanent manner, and the science and solidity displayed by them has often been spoken of with admiration. There are stone steps between the rows of locks, guarded on each side with iron railings. This is the most stupendous work on the whole route. In 1821 there were but 2 houses at this place; now there are nearly 400, and more than 2000 inhabitants. Passengers who intend visiting the Niagara Falls frequently take stage here, and proceed to *Manchester* (the American Fall), 23 miles distant, or to *Lewiston*, which is 7 miles below the Falls, and visit Manchester afterward. After passing Lockport 7 miles, the boat arrives at *Tonnewanta Creek*, which forms the canal for 12 miles to its mouth. Hence the canal is carried along the shore of the Niagara River for 8 miles to the village of

**BLACK ROCK**, which is on the west bank of the river, and is a place of considerable size, containing 700 inhabitants. The former activity of this village has recently much diminished, as Buffalo has overgrown it, and attracted most of the business once transacted here. The private mansion of Gen. Peter B. Porter, late secretary of war (who resides here), makes quite a splendid appearance from the water. From Black Rock the canal runs along the bank of the river. 3 miles, to Buffalo.

**BUFFALO** is a beautiful, flourishing city, at the outlet of Lake Erie, possessing the twofold advantages

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of a lake and canal navigation. The time is not far distant when it will rank with and rival any of the Atlantic cities. As a point for the concourse of strangers and voyagers, passing to and fro for pleasure or business, Buffalo in the summer season presents a singularly busy and active scene. The daily ingress and egress of such persons, by canals, stages, and steamboats, would seem incredible for a place of its size, as much for variety of their origin and destination as for their numbers. All the world in variety seem to be passing here. Besides the busy hum and animating effect of business, the love of nature and of pleasure will ever keep their swarming devotees hovering over such a stupendous and attractive object as Niagara's everlasting cataract. Buffalo seems to be the principal place of repose, in approaching to and receding from this scene. And the daily panorama of grave philosophy, of beauty, of fashion, and of pleasure, exhibited here, as if about to bend in adoration before the imposing spectacle of the mighty waters, thundering from the heights above into the ever-raging abyss below, or as if returning satiate from the deafening and ceaseless roar of this wondrous water-fall, presents so shifting and variegated a picture as never to tire the lookers-on.

The commerce of Lake Erie has increased within the last seven years beyond all precedent. Then there were *five* steamboats, and from twenty to twenty-five other vessels in operation. Last season, 30 steamboats and 165 schooners were employed; and now 34 steamboats and about 175 sailing craft are engaged in the carrying trade between Buffalo and Detroit.



The city contains a population of from 12 to 13,000, and about 2000 buildings. More than 400 were erected during the year 1833. In 1830 the population was between 6 and 7000. There are several splendid churches, a court-house, museum, and some fine hotels. The *Eagle Tavern* ranks among the best in the Union.

*Stages* leave *Buffalo* every morning for *Utica*, via. *Canandaigua*, through in three days, stopping nights; and every evening, through in two days, going day and night.—Every day for *Rochester*.—Every morning, at 6 o'clock, for *Niagara Falls* (on the American side), passing through the villages of *Black Rock* and *Tonawanta*, distance 23 miles. After remaining at the Falls two or three hours, this stage proceeds to *FORT NIAGARA*, passing through *Lewiston*.—Every morning, at 8 o'clock, for *Niagara Falls* on the Canada side, passing through *Black Rock*, crosses the river to *Waterloo*, passes over the *Chippewa* battle-ground, through *Chippewa* village to *Niagara Falls*; distance 22 miles.

*Stages* leave *Niagara* for *Queenston* and *Fort George*, daily, at 3, P. M.

*Steamboats* leave *Buffalo* every morning, at 8 o'clock, for *Chippewa* village (passing round *Grand Island*\*), and reach there about noon. *Stages* are in readiness at this place to convey passengers to the Falls. The boats return to *Buffalo* at 7 in the

\* *Grand Island* is 12 miles long, from 2 to 7 broad, and contains about 48,000 acres of well-timbered land. A company from *Boston* have recently purchased it, and erected a sawing-mill. They design taking up the trees entire, and sawing frames of vessels to order for the *Atlantic* cities. Indeed they have already sent several to the *Boston* market. An attempt was made in 1825 to establish a Jewish colony on this island, but it failed.



evening. Steamboats leave twice each day, morning and evening, for *Detroit*, via. *Erie*, Grand River, Cleveland, and Sandusky; distance 305 miles.—Every day for *ERIE* (Penn.), via. Dunkirk and Portland.

After leaving Buffalo in the stage, and passing the village of Black Rock, the Niagara River is crossed by a horseboat, and the traveller arrives at the small village of *WATERLOO*, on the Canada side; near which are the ruins of the memorable *Fort Erie*. This place is celebrated as the theatre of several severe battles during the last war. After passing 15 miles farther, over a sandy, though very good road, the tourist arrives at *Chippewa battle-ground*. The battle of Chippewa, probably one of the most brilliant actions recorded in the annals of war, was fought on the 5th of July, 1814. One mile north of the battle-ground, the traveller notices a small cluster of buildings; this is the village of *CHIPPEWA*. There are two or three mills in the vicinity, situate on Chippewa Creek, which runs through the village. *Lundy's Lane* is one mile farther north. A sanguinary battle was fought here on the 25th of July, 1814.

*BURNING SPRING* is half a mile north of *Lundy's Lane*. The spring is enclosed by a small building. A barrel is placed over the spring, which has a cover with a tube in it, through which the gas (sulphuretted hydrogen) escapes: when a light is applied, it ignites and burns brilliantly. The keeper of the spring requires a small fee from visitors. Half a mile north of this spring are the celebrated

*NIAGARA FALLS*. These falls are situated below Grand Island, on the Niagara River, about 20 miles from Lake Erie, and 14 miles from Lake Ontario.

This river unites the waters of these two lakes, and is from  $1\frac{1}{2}$  to 6 miles in width. Above the falls the banks are from 4 to 100 feet in height, and, immediately below, not less than 300. They gradually diminish in height until they reach the shores of Lake Ontario. The river at the falls is about one mile in width; the cataract pours over a concave summit, and falls (on the American side) almost perpendicularly 164 feet. The Horse-shoe Fall (on the Canada side) descends, in a curved form, projecting about 50 feet from its base, to the distance of 158 feet. The descent of the rapids above the falls about 58 feet, making the whole height over 200 feet. *Table Rock*, which projects about 50 feet, is generally considered the most eligible place for viewing the falls on the Canada side. The descent from the rock is by circular steps, which are enclosed; at the foot of these stairs commences the passage under the great sheet of water, where visitants are supplied with dresses and a guide. The farthest approachable distance is *Termination Rock*, 153 feet from *Table Rock*.

An English writer, in speaking of this passage, says, "We reached a spot 153 feet from the outside, or entrance, by the assistance of a guide, who makes a handsome livelihood by this amphibious pilotage. There was a tolerably good, green sort of light within this singular cavern; but the wind blew at first in one direction, then in another, with such alarming violence, that I thought at first we should be fairly carried off our feet, and jerked into the roaring caldron beneath. This tempest, however, was not nearly so great an inconvenience as the unceasing deluges of water driven against us. Fortunately, the direction of this gale of wind was

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always more or less upwards, from the pool below, right against the face of the cliffs; were it otherwise, I fancy it would be impossible to go behind the falls with any chance of coming out again. Even now there is a great appearance of hazard in the expedition, though experience shows that there is no real danger. Indeed, the guide, to reassure us, and to prove the difficulty of the descent, actually leaped downwards to the distance of five or six yards, from the top of the bank of rubbish at the base of the cliff, along which the path is formed. The gusts of wind rising out of the basin or pool below blew so violently against him that he easily regained the walk."

The cataract of Niagara, the grandest spectacle in the world, suddenly bursting upon the sight of its first visitors, who could contemplate nature in her wild native dress, must have struck their senses more potently, and excited their feelings more intensely than it can now do of those who see it surrounded by cultivated fields, and monuments of art.\* What can we imagine more beautiful, more truly sublime, than a majestic river suddenly contracted into less than half its former width, after tumbling over a bed of loose rocks, precipitated, roaring as

\* Father Hennepin, a missionary traveller, who visited the Falls in 1679, says, "Between the Lake Ontario and Lake Erie there is a vast and prodigious cadence of water, which falls down after a surprising and astonishing manner, insomuch that the universe does not afford its parallel. This wonderful waterfall is about 600 feet, and composed of two great cross streams of water, and two falls, with an isle sloping across the middle of it. The waters which fall from this horrible precipice do foam and boil after the most hideous manner imaginable, making an outrageous noise, more terrible than that of thunder; for when the wind blows out of the south, their dismal roaring may be heard more than fifteen leagues off."

it were, with very terror, into a dark caldron below, maddened and lashed into foam white as the driven snow, and throwing up a thick column of spray towering to the very arch of heaven,—a cloud that is seen to hang over the Falls by those navigating Erie and Ontario—by spectators a hundred miles distant from each other. Add to this impression on the eye, that made upon the ear, and our own senses partake of the wild tumult of the scene. Confused, we leave the spot with a true idea of the vast, the grand, the sublime.

*The Falls on the American side* (divided from the *British Falls* by *Goat Island*, which stands on the very verge of the precipice) are truly magnificent, though of less magnitude than the other. Here the admirer is presented with a variety of charming views and an effective arrangement of the picturesque; but for a single view, in which you would gaze on sublimity itself, take your stand on Table Rock. A flight of stairs has been erected a few rods below the falls descending to the ferry, where a boat with good oarsmen is always ready to convey passengers to the opposite shore. Many are of opinion that the view from the boat, whirling about in the eddies, is more interesting than any other: we advise all to cross and judge for themselves.

A bridge, constructed by Gen. P. B. Porter, of Black Rock, leads across the rapids to *Bath Island*, a quarter of a mile above the falls, which is connected to *Goat Island* by means of another bridge. At the toll-house on Bath Island is kept for sale a good collection of minerals and other curiosities of the country. *Brig Island* is near, and connected with Bath Island by a narrow bridge. It curiously

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resembles the main and quarter decks of a brig, and is a delightful spot whereon to sip an ice or lemonade.

*Goat Island*, sometimes called *Iris*, is laid out in delightful walks, which are shaded by a great variety of the lofty trees of the American forest. It derived its name from the fact of an aged and venerable goat having resided, and held undisputed right there, for several years prior to its being trodden by human feet. There are many fine views of the rapids above, and of the grand fall on the Canada side, from several points on the island.\* At the foot of this island is the *Biddle Stairway*, erected by N. Biddle, Esq., president of the U. S. Bank. Near this place *Sam Patch*, who affirmed "Some things can be done as well as others," and whose ambition led him to seek fame by *sinking* rather than *rising* in the world, made a leap of 118 feet descent into the water below, from a platform supported by ladders erected for the purpose. This was in the fall of 1829, a short time previous to his last fatal jump at Rochester.

*Terrapin Bridge* extends about ten feet over the precipice of the Crescent Fall, and affords a splendid view, though one that intimidates the gentle, and makes "the brave stand still." It naturally excites queer emotions to find one's self suspended, as it were, in mid-air, over a yawning precipice, and causes an involuntary shudder as we turn our eyes from the giddy depths, and the ever-falling cataract.

\* When an object in the rapids approaches within a certain distance of the falls, it is difficult to rescue it, by reason of a magnetic attraction towards the precipice: hence the legend of the Indian, who, finding his canoe within the influence of this attraction, gave up all hope, laid down his paddle, swallowed the last drop in his flask, shrouded himself in his blanket, and was precipitated over the fall.

*The Castle* is located about midway of this bridge, and has a *camera obscura* on its summit, which presents an effective miniature of the falls and rapids, particularly when the sun shines, as there are then always several rainbows in the vicinity. The *lunar bow*, occasionally seen, is very beautiful.

*Whirlpool*, 3 miles below the falls, is a curious combination of small pools, constantly generating and vanishing, included in one large sweep or pool, which is caused by a sudden elbow in the channel. It appears to the best advantage at low water; and, at such times, the same log has frequently been known to remain whirling about in the pool more than a month. The prevailing idea, that nothing passes the whirlpool, that it is fathomless, and that every thing coming within its vortex is swallowed up and hurled into oblivion is entirely erroneous. The *rapids* for a mile above here are beautiful, beyond comparison with those above the falls.

*Devil's Hole* is 1 mile farther down, and exhibits a precipice very favourable to the idea that the falls were once there. The theory that they have receded even from Lewiston has generally obtained, though, admitting it, their progress must have been extremely gradual, as *La Hontaine*\* described them in their present position more than one hundred and fifty years ago. There is a tradition, that during the old French war, a party of traders, with their horses, wagons, and baggage, were precipitated from the road

\* *Baron La Hontaine*, who visited the Falls in 1683, says, "As for the waterfall of Niagara, 'tis 7 or 800 feet high, and half a league broad. Towards the middle of it we descry an island that leans towards the precipice, as if it were ready to fall. All the beasts that cross the water within half a quarter of a league (660 yards) above this unfortunate island are sucked in by force of the stream."

into this horrible chasm by a gang of hostile Indians  
whom they met when passing to Lake Erie.

The *Pavilion Hotel*, on the Canada side, is situated on a commanding spot above the falls. The visitor has a beautiful view of the surrounding country from the roof or piazzas. It is a handsome building, and capable of accommodating over 100 persons.

The *City of the Falls* is laid out a short distance below the Pavilion, and several pretty cottages have already been erected. The land was purchased here by a company last year, with a view to selling building-lots to the inhabitants of our Atlantic cities, as well as foreigners, who may desire a private summer residence at the falls.

There is a neat pretty village on the American side, called *Manchester*, in which are two fine hotels, both owned and kept by Gen. Whitney, whose pleasing manner, general urbanity, and good catering has secured him the patronage of a great portion of the visitors to the falls. From here there are stages going daily and almost hourly to LEWISTON, a small village located on the ridge, forming the celebrated Ridge-road from Rochester to Lewiston, and in appearance a very garden of fertility. From here the American steamboats leave three times a week for Ogdensburgh (on the route to Montreal) and the intermediate places. Conveyances are also constantly plying from the British side to QUEENSTON, directly opposite Lewiston, from which place the British boats depart on the route towards Montreal.

**BROCK'S MONUMENT.** This tribute to the memory of the gallant Sir Isaac Brock, who fell in an action with the Americans under Gen. Solomon Van Rensselaer, October 13, 1812, was erected a few years

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 the only man who is only a man  
 the only man who is only a man



since by several spirited individuals of Upper Canada. It has a base of about 20 feet square, with a spiral shaft extending to a height of 126 feet. A statue of Brock is intended to be placed on its summit. It is located on the heights, about a quarter of a mile from Queenston, and affords the visiter a rich and varied view from its pinnacle.

The steamboats leaving Lewiston are, *United States*, Capt. J. Van Cleve; *Oswego*, Capt. J. Homan; and *William Avery*, Capt. Read. On the British side, leaving Queenston, *Great Britain*, Capt. Whitney; *William IV.*, Capt. Hilliard; *Cobourg*, Capt. McIntosh; and *St. George*, Capt. Harper. A boat will leave Lewiston or Queenston every day of the week. There are on the lake and St. Lawrence, between Ogdensburgh and Niagara, other boats:—*United Kingdom*, *Queenston*, *Transit*, *Kingston*, *Sir James Kempt*, *Britannia*, *Black Hawk*, *Charles Carroll*, *Perseverance*, *Brockville*, *Iroquois*, *Canada*, *Caroline*, *Prescott*, and *Commodore Barrie*.

Leaving Lewiston the boat proceeds down the Niagara, whose verdant banks, still deep-moving current, and transparent surface cause us unconsciously to contrast the scene with the one we have last gazed on.—There are the “troubled waters,” mad, billowy, and raging: here, calm, mild, and submissive, subsided into childlike placidity. As thou hast done since the creation of time, mayst thou ever

“Flow on, thou shining river!”

The first stop is at YOUNGSTOWN, half a mile from the mouth of the river; and the next at *Fort Niagara*, famed as the place of Morgan’s imprisonment, which is located directly at the junction of the river and the lake. This place is fortified, but not garrisoned; and is now used as a recruiting station. Raw re-

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cruits are here drilled for a time, and then sent to the western frontier. The village of **NIAGARA**, formerly called *Newark*, is directly across the river, and is quite an enterprising place. A *dry-dock*, of sufficient capacity to take out the largest vessels, has just been completed there. The ruins of *Fort George* are still to be seen there. The *Welland Canal*, connecting the lakes Erie and Ontario, empties into Lake Ontario about 14 miles above this place. Many vessels ply regularly between the different ports on both lakes by means of this canal, though it is frequently out of repair, having never been fully finished. It was originally owned in part by the government of Upper Canada; and the rest, being the major part, by individuals who in 1834 proposed to relinquish their stock, on condition that the government would reimburse them principal and interest. On the 28th January, 1834, the legislature passed a resolution acceding to the terms; but on the following day had a reconsideration, which resulted in appropriating \$200,000 for the improvement of the canal; which placed it in a complete condition, beneficial to the community and profitable to the proprietors.

We now strike out on the pure, broad waters of Lake Ontario, which is the boundary between the United States and Canada. It is 180 miles in length, and varies in breadth from 30 to 60 miles. The water is very deep, clear, and cold, and abounds with fine fish—the sturgeon, salmon, muskalonge, as also a great variety of smaller ones; and from the following account of John Maude, under the date of August, 28th 1800, it seems that more uncomely fish were once, and perhaps now are, the tenants of this great inland sea: “A boat that had sailed from York,

the present seat of government, unexpectedly returned again; the people on board relating with great terror their having seen a great *snake*, at least *thirty feet long*; which, from its rearing its head and forepart of its body out of the water, they conjectured meant to attack them. The Indians present, who have always a corroborating story ready, asserted, that their people had seen three such snakes, and had killed two!"

YORK,\* the seat of government of Upper Canada, is 36 miles from Fort Niagara, directly across the lake. The harbour is formed by a peninsula extending into the lake, and affords great protection to vessels in hard weather, though it is very difficult of entrance, the channel being quite narrow. On the extremity of the peninsula a light-house is located; and opposite, on the mainland, is the garrison and the battle-ground where the gallant Pike fell.

YORK is a busy, bustling town, and presents more nearly the appearance of an American village than any other in the Canadas: there are a great number of stores, and many of them are kept by young men from the States. It is uncommonly thriving; and the value of property is nearly as high as in the city of New-York: more than 300 buildings were erected in 1833. It was taken by the Americans, under Gen. Dearborn, in 1813, and soon after evacuated.

There is a singular sect in this vicinity, of whom you occasionally see a specimen in town, called *Tunkers* or *Dunkards*: they present a most extraordinary appearance, wearing beards nearly two feet long, little skimmer hats, and long-skirted coats.

\* The American boats generally touch here on their passage up or down the lake. This city is now called "Toronto."

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Some miles in the interior is the village of *Hope*, which is inhabited by a still more peculiar sect of people, the *Davidites*, or *Children of Peace*, who derive their name from its founder and present leader *David Willson*. The village consists of 40 or 50 neat dwellings, and has a picturesque location on the declivity of a hill: but what renders it most imposing is *David's Temple*, erected last year on the summit of the hill. It is 70 feet square at the base, of a pyramidal shape, and about 80 feet in height, with a pulpit and orchestra in the interior. Connected with the society is a band of *singing virgins*, who have an annual feast, at which they celebrate their religion after the manner of the Mosaic, and demonstrate their joy by singing, dancing, &c. When one of the sect wishes to *matrimonialize* a virgin, he informs David of the fact, who appoints a "time and place" of meeting, and allows the pair two hours to determine whether

"'Tis better bear the ills they have,  
Or fly to others which they know not of."

David keeps the store, makes their laws, is arbitrator, judge, advocate, and general financier.

CHARLOTTE, a small village at the mouth of the *Genesee River*, is the next landing-place. There is a good light-house here, and the government has recently erected piers, by which it is rendered a safe harbour. It is 110 miles from York, though only 85 miles from Niagara, along the coast. Ascending the *Genesee*, a beautiful meandering river, quite narrow, enclosed in high banks, with scenery not unlike that of the Hudson,—5 miles, we arrive at *Carthage* or *North Rochester*; at which place the boat is generally delayed from three to five hours, giving the

passengers time to visit the city of Rochester,\* 3 miles distant (by means of a rail-road), and return to pursue their tour. The "Lower Falls" of the Genesee are at Carthage, and well worthy a visit. The wreck of the far-famed "Carthage Bridge" is here to be seen. A single arch of 300 feet chord and 250 elevation formed the bridge. Leaving here the boat proceeds 65 miles, and enters the harbour of

OSWEGO. This is a fast-growing village, located on an elevated site at the mouth of the Oswego River, the channel through which Oneida, Cayuga, Seneca, and several smaller lakes discharge their surplus waters into Lake Ontario. The village has many natural advantages as a manufacturing and commercial town, besides those given by the completion of the Oswego and Welland canals, and will always be one of the most important places on the northern frontier. The village lies on both sides of the river, and is connected by a bridge 700 feet long. It comprises several fine churches, mills, warehouses, and a bank, and lies 75 miles north-west of Utica, for which place stages and canal-packets leave daily. Its present population is about 4000. There is a fine harbour here, formed by a pier across the mouth of the river, which has been erected by the United States' government, at an expense of about \$100,000, though in consequence of some counteraction of the current it is now much obstructed. Vessels drawing ten feet water ground in the channel.

Oswego is favoured with extensive water privileges, formed by falls in the river a short distance from the village. A very extensive canal is being

\* For description of Rochester, see page 61.

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completed on the west bank of the river, for the purpose of supplying power to mills and manufactories, which will doubtless add to the already prosperous condition of the place, as well as give a rich return to the spirited and enterprising individual who caused its construction.

The ruins of *Fort Oswego*, erected in 1727, and *Fort Ontario*, in 1755, both of which figure conspicuously in the annals of the French and Revolutionary wars, are here to be seen. They were taken by the French in 1756, but soon after retaken. The British took Oswego in 1814, but evacuated it immediately.

SACKETT'S HARBOUR, 40 miles farther, is the next place at which the boat stops. This is a small village, remarkable for nothing except the importance it acquired by being the head-quarters of the army and navy on the lake during the late war. The principal objects worthy of notice are, the U. S. barracks, and the large ship still on the stocks and enclosed, it not having been finished when peace was declared.

*Black River* empties into the harbour (which is the best on the lake) a little north of the village. A stage leaves here, daily, for Utica, 98 miles distant. Passing *Stony*, *Gallop*, *Pigeon*, and the *Royal Duck Islands* on the left, *Bull-Rock* and *Bear Points*, *Grenadier*, and *Simcoe Islands* on the right, the boat arrives at the town of

KINGSTON, U. C., which lies 38 miles directly across the lake from Sackett's Harbour, and at the head of the British channel of the St. Lawrence River. This is a flourishing town in the Midland District of Upper Canada, about 200 miles south-west of Montreal. Its principal buildings are, the

Court-House, Episcopal Church, the Barracks of His Majesty, and two Banks, the "Commercial," and a Branch of the "Bank of Upper Canada."

The *Garrison* is on the peninsula across the bay, and presents a very grand and formidable appearance when approached from the lake or river. It is so located as to afford almost perfect security to the town, in case of invasion. The officers are gentlemen, and afford every facility to strangers visiting the establishment. Several vessels are seen on the stocks, where they have stood ever since the late war.

The *Rideau Canal*, communicating with *By-Town*, on the Ottawa or Grand River, commences here. It has been in operation a short time, and promises to be of great value to the public, if not to government, as it opens a communication with a fertile region of country before hardly known,—abounding with scenery, the cragged tree-topped mountain, the sporting water-fall, and the shining river, which, for boldness and beauty, cannot be surpassed.

Mr. Hume, whose book, "Canada as it is," we recommend to the Canadian traveller, says, "All must acknowledge the beauty and sublimity of the Alps, the stupendous grandeur of Niagara; but the diversified and interesting scenery of the Ottawa must not be denied."

The boat now enters the noble St. Lawrence; and at the foot of *Long* or *Grand Island*, on the right, about 10 miles from Kingston, we approach the THOUSAND ISLANDS. It is said that these islands number 1300, though they are not, as many suppose, included within a circumference of a few miles, but embrace a distance of nearly fifty miles. He who could count the islands in this strange labyrinth,

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must have been possessed of the most indefatigable—yea, of more than woman's curiosity.

The next stop is at the American village called CORNELIA, 23 miles from Kingston. *French Creek* empties into the river near the village. This creek derives its name from there having been a French settlement at its mouth during the French war.

ALEXANDRIA BAY is 12 miles farther. Here the boats generally take in wood, which delays them an hour or two, during which time passengers may indulge in the luxury of contemplating a "rock-bound shore." A wag once remarked of this place, that "he hardly knew where the inhabitants found earth enough to bury their dead." The *Red-wood Glass-works* are near here. Proceeding 24 miles farther through this chaos of islands, we arrive at

BROCKVILLE. This place took its name from Gen. Sir Isaac Brock, and is decidedly the neatest-looking village in all the Canadas.

MORRISTOWN, an American village, is nearly opposite here. The last of the Thousand Islands is seen here. Eleven miles farther, on a most beautiful sheet of water one and a quarter miles in width, and we arrive at

OGDENSBURGH. This village contains a population of about 2000, has considerable trade, and a good harbour in the mouth of the *Oswegatchie* River. Here is the terminating point of navigable water for vessels from Lake Ontario; and the place where goods are trans-shipped from the steamboats and schooners to *batteaux*, and by them carried down the rapids to Montreal, 140 miles distant. It is equidistant, 120 miles, from Utica and Plattsburgh.

PRESCOTT, a small village opposite here, is where the Canadian vessels trans-ship goods, passengers, &c.

There are two fine steamboats here, which have been constructed expressly with a view to running the rapids,—the *Brockville* and the *Iroquois*. One of these generally leaves on the arrival of the large boats, and proceeds, passing the *Gallop Rapid*, *Rapid Plat*, and through scenery of the most impressive and bewitching character, to Dickinson's Landing, 38 miles on the route to Montreal. Here you take stage-coach for 12 miles (avoiding the rapid called the *Long Sault*, where the water is so swift, that should the boats descend, they would be unable to return), which brings you to CORNWALL. Here you embark on board the steamboat, which goes 41 miles to COTEAU DU LAC, passing the Indian village of *St. Regis*. From the Coteau you proceed by land to the foot of the rapids called the *Cascades*, 16 miles, when you again take steamboat on *Lake St. Francis*, 24 miles, to *Lachine*, a long, straggling, uninteresting village. From here a stage ride of 9 miles and you arrive at the city of *Montreal*.

MONTREAL is located on an island of the same name, 32 miles in length, by 10 in breadth. It is the largest city in either of the Canadian provinces, extending two miles on the river, and half a mile back; is located at the head of ship navigation, and may be considered the metropolis of the British dominions on the St. Lawrence and the lakes. Its population is about 30,000. The principal trade here is in lumber, flour, ashes, and provisions, a great proportion of which are received from the United States, and here shipped for Great Britain and the British West Indies.

There is a college, with 300 students, and several magnificent buildings in the city. The English Church, Hotel Dieu, Government-House, Court-

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House, Theatre, Museum, several convents, and the *Catholic Church*, which is undoubtedly the finest religious edifice in America. It is 225 feet in length, and will accommodate 10,000 persons. The *Nelson Monument* is near the market-place. "The Mountain," a great resort for strangers, is near, and affords an extensive and very beautiful view of the city and surrounding country.

Montreal is 393 miles north of New-York, and 280 N. N. W. of Boston. The river is here about two miles in width; and the current is so rapid that all vessels are towed up from Quebec, 170 miles below, by steamboats, of which there are a great number, and those of the first order. The *Canada*, Capt. Brush, and *St. George*, Capt. Armstrong, are ranked first on the list.

Tourists generally make a trip from here to QUEBEC, a place with many attractions for strangers, grand fortifications, and beautiful scenery, though the most interesting object, the *Castle of St. Louis*, was destroyed by fire this year, and return to proceed on their way to Albany, via. of Lake Champlain, Lake George, and the Springs. The scenery on the St. Lawrence between Montreal and Quebec is beautiful almost beyond description, and is rendered doubly interesting by nearly an unbroken row of houses on each bank, interspersed with a church at intervals of six and nine miles.

The mode of proceeding from Montreal is to take steamboat for LA PRAIRIE, 9 miles, where stages are in readiness to convey passengers 18 miles to ST. JOHNS, the foot of navigation on *Lake Champlain*. Many of the most interesting events of our country are associated with the history of this lake. During the French and Revolutionary wars, St. Johns was a

post of considerable importance as a frontier town. It is a place of considerable business, and contains over 800 inhabitants, though it does not present the most prepossessing appearance. The steamboats *Franklin*, Capt. Sherman, and *Phoenix*, Capt. Lathrop, leave St. Johns alternately every day for Whitehall, 150 miles distant. *Isle Aux Noix*, 14 miles from St. Johns, is a strong military and naval post, in possession of the English. The establishment is fortified and in a good state of repair. A few troops are still kept here.

PLATTSBURGH, 37 miles farther, is located on a pleasant site, at the mouth of the Saranac River, on the west side of the lake. Here it was that Mac Donough and M'Comb achieved a brilliant victory over the British under the command of Provost and Downie, in the last war, September 11, 1814.

The British army consisted of about 14,000 men, while the American army was composed of 3000 undisciplined troops. This handful of stout-hearted ploughmen kept the contending forces at bay for about two hours, and finally obliged them to retire with a loss of about 2500 men. The battle on the lake and on land was going on at the same time, and in sight of each other. Eighty-six guns and 820 men constituted the American force on the lake, opposing ninety-five guns and 1050 men. Commodore Downie fell in the engagement; and a neat monument has been erected to his memory, in the churchyard at Plattsburgh, which bears a neat and impressive inscription. Several other officers are here buried, having no monument or record to inform us that they "lived and died," save that engraven on the hearts of their countrymen. Gen. M'Comb's cantonment and breastworks, and the house in which

Gen. Provost held his head-quarters, are in the near vicinity.

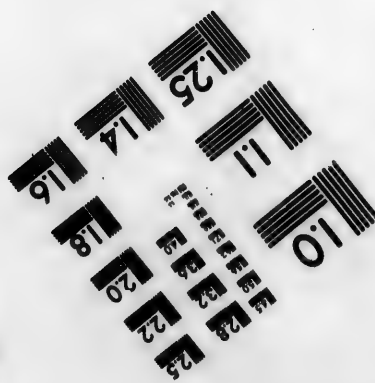
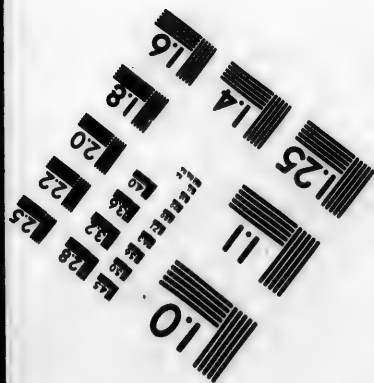
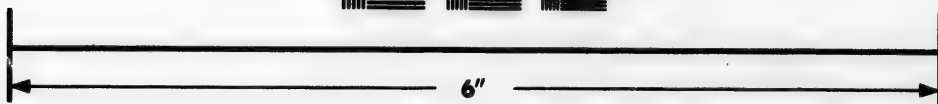
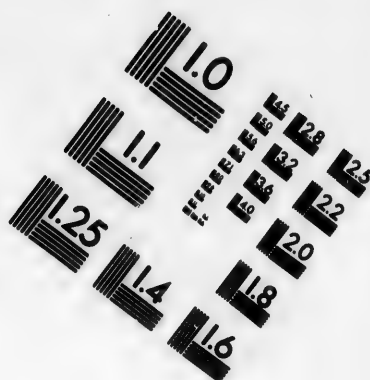
The many associations connected with this village will be sure to interest the traveller, and make a stay of a day or two any thing but disagreeable. It contains between 2000 and 3000 inhabitants, and about 350 houses; among which are the Court-House and County Jail.—Fifteen miles farther and we arrive at

**PORT KENT.** This is a small village which has grown up within a few years, and promises a continuance of prosperity. Passengers for *Keeseville* generally land here. From here, looking north, may be seen Grand Island, Two Sisters, Isle la Motte, Point la Roche, Cumberland Head, and Belcore and Macomb's Islands: on the east, Stave, Providence, and Hog Islands, Colchester Point; and in the background, the Green Mountains of Vermont: on the south, the village of Burlington, and the high peak, called the Camel's Rump; the *tout ensemble* forming a more pleasing and picturesque view than imagination can invent.

**BURLINGTON** is 11 miles farther, on the east side of the lake. The village is located on a gentle acclivity, rising gradually from the lake, and presents an appearance similar to many others in the New-England States, which have so often been admired by travellers. The *University of Vermont* is located on the summit of the eminence, and affords a splendid view of the lake and surrounding country. The village consists of about 300 buildings, among which are two Banks, Court-House, Jail, and three Churches.

**TICONDEROGA** is 50 miles farther, and is the place where pleasure-travellers generally leave the boat, in order to take Lake George in their tour, though some





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proceed to *Whitehall*, 24 miles farther, and there take stage for Saratoga via. *Sandy Hill* or Albany. The fort and ruins of Ticonderoga are objects of great interest, and are frequently visited. The fortress was constructed by the French in 1756, and, judging from the walls which still remain, must have been uncommonly strong. It stands about 200 feet above the level of the lake. The *magazine*, under ground, of stone, built arching, remains nearly entire; it is 35 feet long, 15 feet wide, and 8 feet high. A subterraneous passage of 20 or 30 rods in length leads from it to the lake. When Col. Ethan Allen took the fort, "*in the name of the Great Jehovah, and the Continental Congress,*" he passed through this channel. This was in 1775.—From here a ride of three miles takes the tourist to the steamboat landing, at the outlet of

**LAKE GEORGE.** This is a beautiful lake, 36 miles in length, and varying from three-quarters of a mile to 4 miles in width. "There are few places where a greater variety of inducements attract the stranger than at Lake George. Besides the interest which is excited from an association of many important historic events, this place is rendered peculiarly interesting from the unrivalled exhibition of the beautiful and romantic scenery presented by the lake and its environs." Having taken passage on board the steamer *Mountaineer*, we pass *Prisoner's Island*, *Anthony's Nose* (this is a standard name; and we as much expect a promontory on every river and lake, with this cognomen, as we expect to see Daniel Lambert in every museum), *Roger's Slide*, *Sabbath-Day Point*, *Half-way Island*, and *Black Mountain*, which is 2200 feet in height. Passing *Tongue Mountain*, and *Phelps's Deer-Pasture*, we arrive at the head of the

lake, where stands the village of CALDWELL, which is 36 miles from our starting point; and the assertion is ventured, that no passage of an equal distance can furnish so rich and diversifying a prospect. The lake is interspersed with a great number of small islands; and its smooth, clear, green surface is strikingly contrasted with the high and rugged shores which enclose it.

The village of CALDWELL contains about 300 inhabitants, and has a good hotel capable of accommodating 80 persons. It has a Church, Court-House, and Post-Office. *Prospect Hill*, which is near, affords a rich and diversified prospect from the summit. It is 27 miles from Saratoga; and fishing excursions are frequently made from there to Caldwell, where tackle, boats, &c. are furnished at the hotel. There are daily conveyances from Caldwell, passing *Glenn's Falls* to the *Saratoga Springs*,\* from which place rail-road cars depart for Albany, via. Schenectady, several times every day.

\* For description of the Springs, &c. see page 92.



## ROUTE FROM ALBANY TO BALLSTON AND SARATOGA SPRINGS.

SINCE the completion of the rail-roads, nearly all travellers to Ballston and Saratoga go by way of Schenectady, where they change cars and proceed direct to the Springs, by the *Schenectady and Saratoga Rail-road*. It is  $36\frac{1}{2}$  miles by rail-road, and considerably the most expeditious route; however, some persons, who travel for information as well as pleasure, still prefer the old route, which we here describe :

On the road to Troy, at the northern extremity of the city, is the Mansion House of Gen. Stephen Van Rensselaer, who is possessed of an immense estate (extending 10 miles along the river, and nearly 20 east and west), and bears the old Dutch title of "Patroon of Albany." His liberality in advancing literature, agriculture, and charitable institutions is proverbial, as he contributes largely to all. Here the stage strikes the *Macadamized road*, which was finished in 1831, between Troy and Albany. It is six miles in length, and cost over \$90,000. After travelling five miles upon this delightful road, you arrive at the U. S. ARSENAL, located in a most eligible situation on the west bank of the Hudson. The buildings are constructed of brick and stone. From the arsenal to the upper ferry is a continued range of houses, divided into three villages, viz. : Watervliet, Port Schuyler, and West Troy; but where the lines of distinction between these places are drawn it is

difficult to tell. There are two routes hence to Waterford ; one leading through Troy and Lansingburgh, and the other by the junction of the Erie and Northern canals and *Cohoes Falls*, which are worthy of a visit. The traveller can pass over both routes in going to and returning from the Springs. In pursuing the *Troy and Lansingburgh route*, the stage crosses the Hudson in a horseboat from West Troy to the city of Troy.

The city of TROY is located on the eastern bank of the Hudson ; and the scenery in the vicinity is remarkable for its beauty, presenting on all hands the alternation of hill and vale, covered with refreshing verdure, and the indications of a fertile soil. The streets in the city cross at right-angles, running east and west, and north and south. The buildings are many of them elegant, and generally of brick ; and in some streets are shaded by trees on each side. Among them are four Banks, seven Churches, a Court-House, Jail, and Market. The most splendid are, the Episcopal church (a beautiful specimen of Gothic architecture), the Court-House, a very fine building ; the Merchants' and Mechanics' Bank, and the Farmers' Bank, adjoining each other, both built of freestone, are very respectable buildings. The *Troy Female Seminary*, under the superintendence of Mrs. Willard, occupies a large four-story brick building belonging to the corporation. The population of Troy is about 13,000. A canal packet-boat leaves here daily at 9 o'clock, for Whitehall, and runs through in about 22 hours. A *rail-road* is being built to connect it with Ballston Spa.

*Mount Ida* is in the rear of Troy. From the summit of this hill there is a beautiful view of the river and surrounding country.

The *Rensselaer School* is one and a half miles north of Troy. It is in a flourishing condition, and was established under the patronage of Gen. Stephen Van Rensselaer.

LANSINGBURGH consists of one long street, running parallel with the river. It is 3 miles from Troy. It was formerly a place of considerable business, but it has now a somewhat dilapidated appearance. The far-famed "diamond rock" is on a hill in the rear of the village. It has at times a very brilliant appearance from the reflected rays of the sun. One mile north, a very staunch bridge crosses the river to the village of

WATERFORD. This is an important village, located at the confluence of the Mohawk and Hudson: the Northern canal communicates with the river at this place, which gives it many advantages for trade. It has a population of 1700. There is a fine hotel kept at Waterford by Mr. Demarest, and another by Mr. Fisk.

*The Route* by the junction of the canals, and the Cohoes Falls, from West Troy to Waterford, is about the same distance as by Troy (4 miles). From West Troy to the junction of the Erie and Northern canals is 2 miles. There are 17 locks on the canal at this place, within the space of three-fourths of a mile. About a mile farther, a bridge crosses the Mohawk River and affords a fine view of the

COHOES FALLS, which are about a mile above the bridge. The descent of the rapids above the falls is about 30 feet, and the perpendicular fall is 40 feet, making a total descent of 70 feet. There is a path by which persons approach within a few feet of the precipice over which the cataract falls. It is

1 mile from the Cohoes to Waterford, and 8 miles farther north to

MECHANICVILLE, generally called by the inhabitants the *Borough*. It contains about 20 dwellings, a cotton-factory, and a number of mills.

*Dunning-street* is 8 miles north-west of Mechanicville, containing a few dwellings, two taverns, and a store. It derived its name from a family, who were the first settlers, and still reside there. Four miles thence, in a north-westerly direction, is the *Ballston Spa*, and *Saratoga Springs* are 8 miles north. A road goes from here direct to Saratoga, which is 3 miles nearer than by way of Ballston Spa.

BALLSTON SPA is the resort of hundreds of travellers during the summer months. There are a number of springs in the vicinity, the waters of which are not unlike those of Saratoga. A beautiful creek flows along the east end of the village, called the *Kayaderosseras*, on which a mill is situated a short distance from the village. This creek is a great resort for sportsmen, particularly those who delight to sit on the bank of a meandering brook,

“And from their depths, delude the spotted fry.”

Two of the springs are near Mr. *Aldridge's Boarding-house*; and the U. S. Spring is at the east end of the village, near the *Sans Souci Hotel*. A large bathing-house is located near this spring, which is furnished with waters (for the purposes of bathing) from all the different springs in the vicinity. There is in the village a Court-House, two Churches, an Academy, and a Female Seminary; also a printing-office and bookstore, to which a reading-room is attached. This village was chartered in 1807, and is directed by three trustees, who are chosen annually. Its

population is about 800, and it contains 130 houses. The principal hotels are

The *Sans Souci*, kept by Mr. Loomis; this is the most extensive, and has more company than any other house. It is three stories high, 160 feet in length, with two back wings of 150 feet, and capable of accommodating over 100 persons. There is a large garden attached to it.

*Aldridge's Boarding-house* has a more retired location, and receives a good share of patronage. There is an extensive and beautiful garden connected with this establishment, which is always open to the guests.

The *Village Hotel*, kept by Mr. Clark, is a few doors from the *Sans Souci*, and is a very agreeable boarding-house.

The *Mansion House* is in the centre of the village.

*Mrs. McMaster's private Boarding-house* is near the west spring on the flat. Those who wish a retired situation will be pleased with this house.

A regular mail arrives and departs every day. Strangers should be particular to have their letters directed "Ballston Spa," as there is another post-office in the town of Ballston.

BALLSTON LAKE is 6 miles from the village, and a ride to its banks affords a very pleasant excursion. It is 5 miles long and 1 in width. Hunting and fishing abound on the borders and in the waters of this lake.

SARATOGA SPRINGS are situated 7 miles from Ballston Spa, in a north-easterly direction. The celebrity of these springs, not only for their medicinal qualities, but as a fashionable resort during the summer months, renders any minuteness of detail unnecessary, were it not incompatible with the ob-

jects and dimensions of this work. The springs are numerous; and among the most celebrated are the Congress, Hamilton, High-Rock, Columbian, Washington, President, and Flat-Rock. They lie east of the village, on the borders of a valley. The Congress spring is the most important, and has the best accommodations for visitors. The High-Rock spring, so called from its being enclosed in a rock of a conical shape, five feet in height, over the sides of which it formerly flowed, is nearly half a mile from the Congress spring. The water in the former now rises only to within two feet of the summit of the rock, and from this circumstance it is conjectured, probably with correctness, that it has found an outlet beneath its base. Commodious bathing-houses are established at the Washington, Hamilton, and Monroe springs. A library and a suit of reading-rooms are connected with a bookstore in the village. They are conveniently arranged, and well furnished with periodicals, newspapers, maps, &c. A mineralogical collection is also attached to this establishment, containing a variety of specimens, both European and American, and all those discovered in the neighbourhood. A book is also kept here, in which the names of visitors to the Springs are registered. The public houses here are conducted on an extensive scale, and equal, in elegance, and the accommodations afforded the traveller, to the hotels of our largest cities. *Congress Hall*, kept by Messrs. J. & J. Westcott, is located in the near vicinity of the Congress spring. Its dimensions are large, its situation eligible, and a shaded avenue communicates with the spring; and it can accommodate about 200 persons. *The United States' Hotel* is situated in the centre of the village, and being four stories in height, has a

very imposing appearance. Other buildings have been added to the main one. This establishment is partly surrounded by grounds, laid out in a tasteful manner, and shaded by flourishing trees. It is a splendid house, and admirably kept by Mr. J. M. Marvin. *The Pavilion* is next in importance. It is built of wood, and ornamented with colonnades in front of very chaste architecture. It is near the Flat-Rock spring, is conveniently arranged, and can accommodate nearly 150 visitors. It is kept by Mr. John Ford. *The Union Hall* is also an extensive and commodious hotel. It is situated opposite Congress Hall, is three stories high, and has a spacious piazza in front, supported by ten lofty pillars. The grounds connected with this house are laid out with taste. Its internal arrangements are convenient, and its landlord, Mr. W. Putnam, thoroughly understands the art of making his guests comfortable. *The Columbian Hotel*, situated near the Pavilion, in the midst of gardens, is also a good house, and will not lose by comparison with its rivals. It is kept by Mr. Williams. In a more retired position, is *Washington Hall*, of which Mr. I. Taylor is proprietor; pleasantly situated at the north part of the village, where the invalid, and those who do not mingle with the gay throng, who pursue pleasure instead of health, may be accommodated in the best style. Amusement is always to be found during a sojourn here. Besides that which arises from the contemplation of the various shades of character with which the crowded scene is enlivened, the library, the reading-rooms, the billiard-rooms, and dancing, which seems to prevail among the fashionable invalids, afford all the opportunities for killing *Time*—that arch enemy—which could be desired. There are also ponds in



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the vicinity, where the angler can realize all the pleasures so philosophically described by honest Isaac Walton: and true enjoyment certainly consists in a privilege

"To walk, ride, sit, or sleep, at one's own ease,  
And please a man's self, none other to displease."

Excursions of a few miles to Saratoga Lake are frequently made, where the visiter can spend his time in trout-fishing, or shooting, or enjoy a sail along the lake, which is 9 miles in length, in boats kept ready for the purpose. There are two pleasant houses on the western border of the lake. The mail from New-York arrives every evening, and leaves for New-York and Boston every morning. Visitors should order their letters to be directed to the Saratoga *Springs*, as there is another post-office in the town of Saratoga, some miles distant, to which, otherwise, they may chance to be sent.



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## STAGE ROUTE.

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### ALBANY TO BUFFALO.

LEAVING Albany, the direct mode of proceeding is by railroad to Schenectady; but the Rensselaer and Saratoga railroad will be completed in all the month of July, and then the general route will probably be by way of Troy and the Springs. From the Springs the traveller will pursue his journey to Buffalo by taking the railroad car for Schenectady, and there he takes his seat in the stage-coach.\* The first village is

AMSTERDAM, 16 miles west of Schenectady. This is a growing village, comprising now more than 100 houses, a church, &c. A creek of some size passes through the village, and at a distance of about half a mile there are several beautiful falls. One mile farther is seen a stone house of singular construction, though lately modernized, which was formerly the residence of Guy Johnson, Esq.; and a little beyond it, on the opposite side of the road, that of Sir John, son of the celebrated Sir William Johnson. Four miles farther is Tripes, or

TRIBES HILL, on the summit of which is a small village. From here six miles travel takes you to the village of

CAUGHNAWAGA. This is a small village with few

\* The contractors are actively engaged in the construction of the railroad from Schenectady to Utica, as will be seen, and it will be finished in the autumn of 1836.

attractions. The most remarkable feature in it is "the Stone Church," a building of antique and humble appearance.

*Johnstown* lies 4 miles north-east from here, and was the residence of Sir William Johnson, whose name is rendered celebrated from his long residence with the Indians of this country, and the extraordinary influence he obtained over them. The stage arrives at

PALATINE, 12 miles from Caughnawaga, and a change of coach and horses takes place.\* Proceeding from here, 6 miles takes you to the

"*Palatine Church*," where there is a post-office, tavern, &c.

*Oppenheim* is a small village five miles farther on the road ; and 9 miles beyond is the village of

LITTLE FALLS. The growth of this place, though not rapid, is steady and certain. It comprises about 300 houses and 2000 inhabitants, who are an industrious people, and generally engaged in profitable pursuits. Previous to driving into the village, the stage crosses a bridge over a deep gulf, which, with the wild character of the country, presents an uncommonly picturesque scene.

Beautiful quartz crystals have been found in abundance in this vicinity. Leaving the village the *Old Canal* (by means of which the *batteaux* of the Mohawk overcame the falls, previous to the construction of the Erie Canal) is seen near the road. It has eight locks, but they are now in a very decayed state. Passing over the beautiful flat land of the Mohawk, known as the *German Flats*, which was in-

\* The village of *Canajoharie* is directly across the river from here, and is connected by a bridge.

vaded by the French, and laid waste by fire and sword in 1756 and '57, the stage soon arrives at and crosses *West Canada Creek*, by means of a substantial bridge.

HERKIMER is 8 miles west of Little Falls. There are here about 150 houses and 1000 inhabitants. A convention of delegates from the several counties meets here every two years, and nominates a candidate for the gubernatorial chair of the state. A new court-house has recently been erected, the former one having been destroyed by fire.

FRANKFORT—quite a flourishing little village—is 6 miles above, on the opposite side of the river; and 9 miles farther takes you to the city of

UTICA. The following account is extracted from a Utica newspaper of April, 1835:—

“Utica has a population of more than 10,000, a city charter, a well-organized corporation, a superior fire department, and a host of public officers. An important central post-office, with sixteen lines of stages, and ten daily mails—three lines of central packets. Three banks, eight insurance agencies, fourteen churches, twenty-five religious and charitable societies, seven literary, scientific, and musical societies, and three libraries. One academy, two public schools, a gymnasium, a commercial lyceum, and two superior female schools, with a great variety of others. We have one term each of the United States District Court, the Supreme Court of New-York, and the Circuit Court. Four terms of the Vice-chancellor's Court, and twelve of the Surrogate's. The offices of Clerk of the Northern District, Clerk in the Supreme Court, Clerk in Chancery, and County Clerk are located here. Also, of the

Vice-chancellor of the fifth circuit, and First Judge of the county of Oneida. Most of the ecclesiastical institutions of central New-York hold their annual, or some of their quarterly meetings here. We have two reading-rooms, a museum, a public garden, and baths. There are published weekly three political, two religious, and one miscellaneous papers; and monthly, a literary magazine. We have two extensive flouring-mills, and a great number of manufactories. The annual manufacture of coopers' ware is \$21,000; of millstones, \$20,000; of building-stone, \$20,000; and of many others in proportion. In the county, the amount of cotton annually consumed in the manufactories is 1,863,000*lbs.*; of wool, about 300,000*lbs.*; and of rags, 50 tons; but it is useless to enumerate. Our resources are great."

For further account of Utica and Trenton Falls see page 53.

NEW-HARTFORD is 4 miles from Utica; and 13 miles farther the village of

VERNON, which contains several mills and a glass manufactory. 5 miles beyond this is the old

ONEIDA CASTLE. Formerly there was a settlement of Oneida and Tuscarora Indians at this place; but the march of civilization has lately driven the little remnant of these once powerful tribes to a new habitation in the far west. Many of these Indians were volunteers to the state during the war.

LENOX is 3 miles farther; in reaching which, the road runs within a mile of

*Canistota*, which is a beautiful village on the Erie Canal.

*Quality Hill* is 3 miles from Lenox; and 5 miles beyond it is the village of

**CHITTENANGO.** This place is quite celebrated for its manufactures of cotton, &c. Gypsum is found here in great abundance, as well as petrifications and organic remains. The canal is one mile and a half distant; and a feeder from the village gives great facilities for sending their produce and manufactures to market.

A road passes from here direct to Syracuse, for which see canal route; but we here follow the road to

**MANLIUS.** Before reaching Manlius the road crosses a hill, from which a delightfully picturesque scene, embracing Oneida Lake, Onondaga Lake, and the village on Onondaga Hill, is presented. *Manlius* village comprises about 200 houses, 4 churches, 2 cotton manufactories, and several mills, on Limestone Creek. In the near vicinity are some pretty falls or cascades. Manlius is 4 miles beyond Chittenango; and 6 miles farther is

**JAMESVILLE.** Near this place is a small lake of singular appearance and smell. The shores are bold and cragged, and rise abruptly from 100 to 200 feet above the level of the water, which has a dark-green colour, and sends forth a sulphurous smell. Four miles from here the stage crosses Onondaga Hollow. A beautiful creek flows through the centre of the hollow, and forms part of the picture to which the grand councils of the Six Nations gave animation, in days when they, truly the "lords of the soil," held undisputed sovereignty. But these days have passed away, and the little remnant of their "blasted race" will soon be swept

"Down to oblivion dark and deep,  
With none their hopeless wrongs to weep."

**ONONDAGA HILL** is 2 miles onward, and from its

summit you have a fine view of several pretty villages, as well as Onondaga Lake. 8 miles farther is

MARCELLUS, a village containing about 80 houses. It is located in the valley of the Otisco, and near it are several unemployed, though very eligible water privileges. Water lime is very abundant. Near the village the trunk of a large tree may be seen entirely petrified.

SKENEATELES is 6 miles farther. This village is beautifully located, and is, without doubt, "take it for all in all," one of the most pleasant and pretty places in the state. The population is from 1800 to 2000. There are here several manufactories and mills, besides many beautiful dwellings. Being located at the foot of the pretty little lake from which its name is derived, it enjoys a splendid view of the lake and its banks, which rise gently one hundred feet or more in the course of a mile from the water, presenting a beautiful and extended lawn, dotted here and there with pretty white farm-houses. The lake abounds with trout and other fish, is 16 miles long, and varies from  $\frac{1}{2}$  to 2 miles in width. This lake, with its verdant banks and cultivated fields, its smiling orchards and neat-looking farm-houses, form a landscape which, for richness and beauty, is rarely met with. Petrifications are found under the bluffs at the head of the lake. A small steamboat plies here. 7 miles farther and you enter the village of

AUBURN. This place contains about 6000 inhabitants, 6 churches, court-house, museum, theological seminary, bank, and the state prison, which cost about \$300,000. Several new cells have been lately added to the prison. It is well worth while to visit this establishment, and witness the excellent

discipline of the concern, and the convicts engaged at their different trades. The prison contained 649 convicts, Oct. 1st, 1834; and the profits for the year preceding were about \$5,000 over all contingent expenses.

WEEDSPORT, on the canal, is 7 miles distant, and stages run to and from there daily. Goods destined for Auburn are landed at Weedsport.

CAYUGA is 7 miles west of Auburn, and here you cross Cayuga Lake by means of a bridge, one mile and eight rods long. The lake is 38 miles long, and from one to two miles wide. Four miles west of here is the village of

SENECA FALLS, which is located on the bank of the Seneca river. The falls at this place have a descent of 46 feet, and afford fine facilities for manufactories, mills, &c., several of which are already in the full tide of successful operation. A side canal from here to Lakeport, on the Erie Canal, 20 miles distant, in connection with the river, gives a water communication from Geneva to the western lakes and the ocean.

WATERLOO is 4 miles farther. This village only began its existence in 1816. It is located on the outlet of Seneca Lake, which here propels several mills, and renders the place rather an unpleasant rival of Seneca Falls. Travelling 7 miles farther, you reach the village of

GENEVA. This village is delightfully located on the western margin of Seneca Lake; and the banks being high, it affords an extended view of the lake and adjacent country. The handsome dwellings in the village, with their charming hanging gardens on



the margin of the lake—the splendid country-seats and cultivated farms—and the fine roads, or a trip in the steamer *Geneva*—each and all conspire to render a short stay here any thing but disagreeable. The population is about 4000. Besides the other public institutions, a *Medical College* has been established here.

The lake is 35 miles long, by 3 to 4 in width, and it never freezes. The *Geneva* plies daily to and from Jeffersonville, at the head of the lake. A lateral canal is cut from here to the Erie Canal.

CANANDAIGUA is 15 miles farther, and being located on elevated ground, it commands a fine view of the lake from which it takes name. The inhabitants here are generally wealthy, and have displayed much taste in the construction of their dwellings (many of which are uncommonly beautiful) and the arrangement of their gardens. There are here several fine public buildings, among which the Episcopal church will be noticed. A steam flouring-mill is in operation here. The lake lies south of the village, is 14 miles in length, from 1 to 2 in width, and has a steamboat running on it.

From here the road diverges, and travellers have a choice of two routes, one via Rochester, 28 miles northwesterly (for description see page 61), and from there by the *Ridge road* to Lewiston, 74 miles; and thence along the bank of the Niagara River to the Falls, 7 miles; and 23 miles farther to Buffalo. Total from Canandaigua to Buffalo, 132 miles. Proceeding by the direct route, you reach Bloomfield, 9 miles; and 5 miles farther is *West Bloomfield*, both of which are rich agricultural towns, and produce a great abundance of fruit.

LIMA is 4 miles farther, and 12 miles beyond is the village of

AVON SPRINGS. This place has of late years become quite celebrated, by reason of the medicinal qualities of two springs near by, which are strongly impregnated with sulphur and alum. Avon is the resort of the votary of pleasure, as well as of the invalid who seeks health, and was particularly so last season, when many were prevented from visiting Canada, &c., in consequence of the prevalence of cholera. The seasons have no effect on these springs, the amount of water discharged being always the same.\*

CALEDONIA is 8 miles west of Avon; and passengers generally have time while the stage waits to visit a curious large spring. The discharge from this spring is so great that several mills are propelled by its waters.

LE ROY is 6 miles farther. Allen's Creek passes through the village. The village has a commanding location, contains about 400 buildings, and is in a very thriving condition. Much of its prosperity is due to the mills which have been erected on the creek. 10 miles beyond this is

BATAVIA. The capital of Genesee county. It has a court-house, a bank, the Holland Company's office,

\* A celebrated physician, describing these springs, says,—  
“The value of these waters has within the last few years been justly and highly appreciated. They may be ranked among the most powerful remedial waters yet made known; but, like other active medicinal agents of similar character, they are liable to great abuse. Possessing active emetic and cathartic properties, it is requisite that caution be exercised not to indulge too freely at first; and they also demand that, previous to their use, the system should, in some cases at least, be first relieved by some efficient cathartic.”

&c. There are here many fine-looking buildings, but all seems dull and gloomy. Business does not appear to be the object of people here. This was the residence of the unfortunate William Morgan, who was abducted from his home, and confined in the magazine at Fort Niagara, by a mob, who charged him with revealing the secrets of free-masonry.

From the fort his fate could never be traced, but he is supposed to have been drowned in the Niagara river.

This matter produced a great excitement throughout the state, and founded a political party called *Anti-masons*. Little is now heard of either masons or anti-masons. Tonnewanta Creek runs along the north side of the village. Passing through several small unimportant places, 40 miles from Batavia you arrive at BUFFALO. (For description see page 64.)

Distance from Canandaigua to Buffalo, 90 miles.

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